WEATHER AND CROP REPORT.

For the week ending the 13th August, 1900.

Burdwan.—Rainfall at Sadar 1·66, Kalna 3·46, Katwa 3·00, Raniganj 2·35. Weather showery. Transplantation of *aman* going on. More rain wanted. Prospect of sugarcane good. Fodder and water sufficient. Common rice selling as follows:—

	Srs. Ch.	
Sadar	12	per rupee.
Kalna	11 13½	
Katwa	12 14	
Raniganj	10 8	

Birbhum.—Rainfall at Sadar 1·64, Rampur Hât 1·59. Weather hot and cloudy. More rain wanted. Paddy transplantation continues. Sugarcane progressing. Fodder sufficient. Price of rice at Sadar and Rampur Hât 12 seers per rupee.

Bankura.—Rainfall at Bankura 3·07, Vishnupur 1·49. Weather variable. The rainfall of the week has been very beneficial. More rain is required. Sugarcane doing well. Fodder and water sufficient. No cattle-disease reported. Price of common rice at Bankura 10 seers and at Vishnupur 10⅝ seers per rupee.

Midnapore.—Rainfall at Sadar 2·48, Contai 1·91, Tamluk 1·89, Ghatal 1·27. Weather cloudy and hot with occasional showers. Transplantation is going on in some places. More rain wanted. Sugarcane thriving well. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	12	per rupee.
Contai	14	
Tamluk	10	
Ghatal	12	

Hooghly.—Rainfall at Sadar 6·08, Serampore 10·25, Arambagh 1·66. Transplantation of *aman* rapidly going on. State of *aus* and sugarcane good. Common rice sells at 11¼ seers per rupee.

Howrah.—Rainfall at Sadar 2·79, Ulubaria 1·55. Weather cloudy with occasional showers. Transplantation of *aman* going on. Recent rainfall has done much good to the standing crops. More rain wanted. Prospects of sugarcane and jute good. Fodder and water sufficient. Common rice sells at 11 seers per rupee.

24-Parganas.—Rainfall at Sadar 1·71, Barasat 7·35, Basirhat 2·86, Diamond Harbour 1·99. Weather seasonable. Prospects hopeful. Transplantation of *aman* and harvesting of jute going on. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	13	per rupee.
Barasat	12	
Basirhat	14	
Diamond Harbour	11⅜	

Nadia.—Rainfall at Sadar 2·50, Kushtia 0·47, Meherpur 2·13, Chuadanga 2·64, Ranaghat 2·75. Weather hot and cloudy. Prospects of standing crops good, but more rain is urgently needed. Fodder and water sufficient. Price of common rice stationary.

Murshidabad.—Rainfall at Sadar 1·27, Jangipur 1·25, Lalbagh 1·39, Kandi 1·50. Weather hot. Prospects of *bhadoi*, jute and sugarcane favourable. *Bhadoi* is being reaped and harvested in places. Transplantation of *aman* going on. Cattle-disease prevailing in thana Nabagram. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	12½	per rupee.
Lalbagh	12½	
Jangipur	14	
Kandi	13½	

Jessore.—Rainfall at Sadar 0·38, Jhenida 0·49, Magura 1·26, Narail 1·65, Bangaon 1·19. Weather gloomy; cloudy with occasional rain. Harvesting of *aus* paddy, jute and indigo going on. A kind of insect called *hathia* damaging paddy in the Magura subdivision. Rivers rising. No cattle-disease reported. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	15	per rupee.
Jhenida	14	
Magura	14½	
Narail	14	
Dangaon	13 5/16	

Khulna.—Rainfall at Sadar 1·35, Bagerhat 2·48, Satkhira 2·09. Weather variable. Transplantation of *aman* continues. More rain wanted. Fodder and water sufficient. Cattle-disease reported from Dumuria and Kachua. Common rice sells as follows:—

	Srs.	
Sadar	14¾	per rupee.
Bagerhat	14	
Satkhira	12	

Rajshahi.—Rainfall at Sadar 1·00, Nator 2·68, Naogaon 0·61. Prospects of crops fair. More rain wanted. Condition of cattle good. Fodder and water sufficient. Common rice selling at 15 seers per rupee.

Dinajpur.—Average rainfall 1·16. Weather bright with occasional showers. More rain required, especially in Thakurgaon, where cultivation of *aman* is being impeded. Jute steeping and *haimanti* transplantation in progress. No cattle-disease. Fodder and water plentiful. Rice sells at 15 seers per rupee.

Jalpaiguri.—Rainfall at Sadar 3·51, Alipore Duars 3·00. Weather hot. Transplantation of *haimanti* paddy going on. More rain wanted. Harvesting of *bhadoi* paddy commenced in places. Jute in good condition. Price of common rice steady. No want of fodder and water.

Darjeeling.—Rainfall at Darjeeling 4·47, Kurseong 4·57, Siliguri 2·55, Kalimpong 2·61. Weather seasonable. *Hills—Bhutta, chota marua*, and potatoes are being harvested; *bhadoi, haimanti* and *bara marua* promising well. *Terai—Haimanti* paddy being transplanted; jute and *bhadoi* doing well Coarse rice sells as follows:—

	Srs.	
Hills	9	per rupee.
Terai	15	

Bhutta sells at 17 seers per rupee.

Rangpur.—Rainfall at Sadar 1·76, Kurigram 0·67, Gaibanda 1·60, Nilphamari 1·10. Weather hot. More rain wanted. Harvesting of *aus* and jute and transplantation of *aman* going on. Fodder and water sufficient. Rice sells as follows:—

	Srs.	
Sadar	13	per rupee.
Gaibanda	10	
Kurigram	14	
Nilphamari	14	

Bogra.—Average rainfall 1·18. Cutting of *aus* and jute and transplanting of *aman* going on. Flood in thanas Shariakandi and Dhunat subsiding. It damaged *aus* to a great extent and caused some injury to jute and *aman*. Prospects good elsewhere. Common rice sells at 13¾ seers per rupee.

Pabna.—Rainfall at Sadar 1·6, Sirajganj 0·58. Weather cloudy and rainy. Prospects of crops good. Some damage to *aus* and jute from floods, which are going down. Prices unchanged.

Dacca.—Rainfall at Sadar 0·47, Manikganj 0·24, Munshiganj 0·92, Narainganj 1·27. Weather sultry. Prospects of crops good. No cattle-disease. Fodder available. Common rice 13 seers per rupee.

Mymensingh.—Rainfall at Sadar 2·89, Jamalpur 0·99, Kishoreganj 1·35, Netrokona 4·18, Tangail 1·39. Weather hot. Prospects of crops good. Transplantation of *aman* going on. Fodder available. Water sufficient. Condition of cattle good. Common rice sells as follows:—

				Srs.	
Sadar	...	...	...	13½	per rupee.
Jamalpur	...	...	...	12¼	
Kishoreganj	...	...	...	13	
Netrokona	...	...	...	15 7/16	
Tangail	...	...	...	10¼	

Faridpur.—Rainfall at Sadar 1·26, Madaripur 0·55, Goalundo 0·75. Weather seasonable. State and prospects of crops very good. Common rice sells at 14 seers per rupee.

Backergunge.—Rainfall at Sadar 2·81. Weather seasonable. Prospects of crops good. Common rice sells at 13 seers (*aman*) and 16 seers (*aus*) per rupee.

Tippera.—Rainfall at Sadar 1·26, Brahmanbaria 1·53, Chandpur 1·42. Weather seasonable. Harvesting of jute and *aus* paddy approaching completion. *Aman* crop doing well. Fodder and water sufficient. Average price of common rice 13 seers per rupee.

Noakhali.—Rainfall at Sadar 1·94, Feni 1·26. Crop prospects good. Transplantation of *aman* and harvesting of *aus* continue. No cattle-disease. Fodder and water sufficient. Common rice sells at 15 seers (*aus*) and 13 seers (*aman*) per rupee.

Chittagong.—Rainfall at Sadar 0·32, Cox's Bazar 6·09. Fields are being cultivated for *aman* paddy. Cattle-disease continues in Chakiria and Harbang. Water and fodder sufficient. Common rice 12 seers per rupee.

Patna.—Rainfall at Sadar 1·86, Bihar 2·06, Barh 1·80, Bikram 0·37, Dinapore 0·66, Hilsa nil. Transplantation of paddy going on in some places. More rain urgently wanted. *Bhadoi* crops doing well. Fodder and water for cattle sufficient. Coarse rice in Patna sells at 13 seers per rupee.

Gaya.—Rainfall at Sadar 0·75, Jahanabad 0·52, Aurangabad 0·75, Nawada 0·45. *Bhadoi* doing well. Transplantation of paddy going on, but rain urgently wanted. Coarse rice selling at 11½ seers per rupee.

Shahabad.—Rainfall at Sadar 1·26, Buxar 0·64, Bhabua 0·89, Sasaram 2·16, Dehri 0·93. Rain wanted for paddy; otherwise prospects good. Fodder and water sufficient. Rice at Sadar 11 seers per rupee.

Saran.—Rainfall at Sadar 1·32, Siwan 0·44, Gopalganj 0·74. Weather hot with east wind; generally cloudy. Rain urgently wanted for paddy transplantation. *Bhadoi* doing well. Fodder and water sufficient. Common rice 11 seers 14 chitaks and *makai* 13 seers 8 chitaks per rupee.

Champaran.—Rainfall at Motihari 6·2, Bettiah ·14. Prospects of *aghani* and *bhadoi* are so far good, but more rain needed. Prices of common rice and maize at Sadar are 10⅛ and 13 seers per rupee respectively.

Muzaffarpur.—Rainfall at Sadar 0·33, Hajipur 2·01, Sitamarhi 1·37. Prospects good. Rain wanted for rice crop. Prices are—Common rice 11½ seers, wheat 12 seers, barley 15½ seers, maize 14½ seers, *arhar* 15 seers, and *marua* 18 seers per rupee.

Darbhanga.—Rainfall at Sadar 0·47, Samastipur 1·55, Madhubani 0·30. Transplantation of paddy is going on, but more rain wanted. *Bhadoi* crops doing well. Fodder and water sufficient. No cattle-disease reported. Common rice sells as follows:—

				Srs.	
Sadar	...	...	...	12 9/16	per rupee.
Samastipur	...	...	...	12	
Madhubani	...	...	...	13⅝	

Monghyr.—Rainfall at Monghyr 2·00, Begusarai 2·98, Jamui 2·20. Weather seasonable. Transplantation of paddy continues. Prospects of *bhadoi* hopeful. Standing crops doing well. Common rice sells as follows:—

				Srs.	
Monghyr	...	...	...	11¼	per rupee.
Begusarai	...	...	...	11	
Jamui	...	...	...	11	

Bhagalpur.—Rainfall at Sadar 1·13, Banka 5·11, Madhipura 1·53, Supaul 1·23. Weather hot. The standing crops present favourable prospects. Paddy transplantation continues. No cattle-disease. Fodder and water ample. Prices going down a little.

Purnea.—Rainfall at Sadar 0·83, Kishanganj 1·58, Araria 0·65. Weather hot. Prospects of standing crops good. Transplantation of paddy continues. Harvesting of *bhadoi* paddy commenced in places. No cattle-disease reported. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	13	per rupee.
Kishanganj	14	
Araria	15	

Malda.—Rainfall at Sadar 1·41, Gajole 0·28. Weather hot and cloudy. Harvesting of *bhadoi* paddy going on in some places. Prospects good. Cutting of jute going on. Transplantation of winter rice still continues. Cattle-disease reported from Gomastapur. Price of rice stationary. Fodder and water sufficient.

Sonthal Parganas.—Average rainfall 2·07. Weather seasonable. Standing crops promising. Transplantation going on briskly. More rain wanted in Deoghur. Cattle-disease in Pakour and Rajmahal. Fodder sufficient. Average price of rice 11 seers 14 chitaks and of *maize* 10 seers 2 chitaks per rupee.

Cuttack.—Rainfall at Sadar 6·69, Jajpur 5·29, Banki 5·87. Weather seasonable. *Beali* in ear. Reploughing of *sarad* continues. Condition of cattle generally good. Rinderpest among cattle reported from places. Common rice sells as follows:—

	Srs.	Ch.	
Cuttack	12	7	per rupee.
Jajpur	14	7	
Banki	11	11	

Balasore.—Rainfall at Sadar 3·49. *Asu* in ear. Transplantation, weeding, and reploughing of *sarad* continue. Jute, sugarcane, and cotton thriving well. Rice sells at 14¾, 13, and 16 seers per rupee in interior, Balasore, and Bhadrak, respectively. Fodder and water sufficient. Cattle-disease reported from Bhadrak Circle.

Angul.—Rainfall at Angul 6·17 and at Bissipara (up to 4th instant) 4·84. It has rained every day and the rain has been general. A break for a few days is now needed. Prospects of autumn crops good. Field labour sufficient. Weeding and transplanting have made good progress. There has been distress in the district specially in the Khondmals. Common rice selling from 7½ to 10 seers per rupee. Fodder and water sufficient. Average number of persons daily on relief—

	Men.	Women.	Children.
Angul	491	125	38
Khondmals	504	589	169

Puri.—Rainfall at Sadar 9·85, Khurda 4·67. Weather cyclonic. Weeding and puddling of *sarad* paddy continue. *Beali*, sugarcane, and *mandia* doing well. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	Ch.	
Sadar	11	8	per rupee.
Khurda	12	4	
Interior of district	12	7	

Hazaribagh.—Rainfall at Sadar 1·08, Giridi 5·08. Weather seasonable. Transplantation of paddy retarded for want of rain. *Bhadoi* promises well. Fodder and water sufficient. Common rice sells at Sadar 11¼ seers and Giridi 11 seers per rupee.

Ranchi.—Rainfall 3·21. Weather rainy. Prospects of crops favourable. Transplantation of paddy continues. Average price of common rice 8½ seers per rupee. No cattle-disease reported. Fodder and water sufficient. Numbers on relief on Thursday, the 9th August, 1900:—

	Men.	Women.	Children.	Total.
Relief-works ...	7,510	5,213	2,871	15,594
Test-works ...	452	109	85	646
Kitchens ...	464	921	6,472	7,857
Dry doles ...	139	320	144	603

Palamau.—Rainfall 1·85. Weather not seasonable. Transplantation of winter paddy going on. Rain urgently wanted in places. Sugarcane and *bhadoi* doing well. Fodder and water sufficient. Prices at Sadar are—rice 9½ seers, gram and wheat 10¾ seers, and *mahua* 14¾ seers per rupee. Numbers on relief on Thursday, the 9th August, 1900:—

	Men.	Women.	Children.	Total.
Relief-works ...	47	43	23	113
Test-works ...	310	223	122	655
Kitchens ...	158	351	567	1,076
Relieved by Charitable Fund ...	45	141	455	641

Manbhum.—Rainfall at Sadar 3·08, Gobindpur 2·85. Weather is of ordinary monsoon character. *Bhadoi* crops flourishing. Heavy rain fell during the week. Transplantation of winter rice progressing. Cattle-disease reported from thanas Gourangdi, Raghunathpur, Gobindpur and Topchanchi. Fodder and water sufficient. Average price of common rice at Sadar 10 seers 7 chitaks and at Gobindpur 11 seers per rupee. Supply sufficient.

Singhbhum.—Rainfall 3·61. Prospects favourable. Transplantation in progress. Average price of rice 11¼ seers per rupee in the district and 10 seers at Chaibasa.

General Summary.—The rainfall during the week has been general, but, except in Orissa and parts of Chota Nagpur, it was for the most part light. More rain is still required for the transplantation of winter rice in the districts of the Burdwan and Patna Divisions, and in Nadia, Khulna, Rajshahi, Dinajpur, Jalpaiguri, Rangpur, Hazaribagh, and Palamau. Reports of the *bhadoi* crops, of jute, and of sugarcane are generally very favourable. Early rice and jute are being harvested. In Bogra and Pabna some damage to these crops has been caused by floods. Cattle-disease continues to be reported from several districts. Fodder is generally sufficient. The price of rice is reported to have fallen in 11 districts and risen in 9, and is stationary in the rest.

Numbers on relief on Thursday, the 9th August, 1900, as compared with the figures for the 2nd August—

	9th August.	2nd August.
Ranchi—		
Relief-works	15,594	12,588
Test-works	646	355
Kitchens	7,857	6,406
Dry doles	603	333
Total ...	24,700	19,682
Palamau—		
Relief-works	113	324
Test-works	655	1,026
Kitchens	1,076	980
Relieved by Charitable Fund ...	641	366
Total ...	2,485	2,696

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,
The 14th August, 1900.

Abstract of the Results of Meteorological Observations taken at the Alipore Observatory in the month of July 1900.

	Inches.	Date.	Hour.
The mean pressure of the month	29·568		
The average pressure of July from 24 years' registers ...	29·537		
The highest pressure in the month	29·782	23rd	10
The lowest pressure in the month	29·301	13th	16
The range of pressure	0·481		
	Hours.		
The total number of hours of bright sunshine during the month	101·6		
The maximum possible number of hours of sunshine ...	413·1		
	⊖		
The mean temperature of the month	84·5		
The average temperature of July from 24 years' registers ...	83·5		
The highest temperature in the month	97·0	1st	
The lowest temperature in the month	75·2	20th	
The range of temperature during the month	21·8		
The mean daily range of temperature	10·3		
The greatest range of temperature in one day	15·7	20th & 28th	
	Per cent.		
The mean humidity of the month	86		
The average humidity of July from 24 years' registers ...	85		
	Inches.		
The mean vapour tension of the month	1·020		
The average vapour tension of July from 9 years' registers ...	1·002		
The mean cloud proportion of the month	8·20		
The average cloud proportion of July from 23 years' registers ...	7·95		
	Ins.		
The total rainfall of the month	8·68		
The total rainfall indicated by a Beckley's self-registering rain-gauge (mouth of the gauge about 52 feet above the ground)	7·98		
The average fall of July from 48 years' registers	12·84		
The greatest fall in 24 hours	1·41	22nd	
	Days.		
The number of rainy days in the month	20		
The average number of rainy days in July from 24 years' registers	25		
The mean maximum equilibrium temperature of solar radiation during the month	⊖ 138·7		
The mean difference of sun and air temperatures	49·2		
The greatest sun temperature	154·3	30th	
The greatest excess of sun over air temperature	63·6	30th	
The mean temperature of the nocturnal radiation thermometer on woollen cloth	77·5		
The mean depression of the nocturnal radiation thermometer below the minimum air temperature at 4 feet above the ground	2·0		
The greatest depression of the nocturnal radiation thermometer below the minimum air temperature	3·2	25th & 26th	
	Miles.		
The mean movement of the wind per day	122·2		
The greatest movement of the wind in one day	231·0	17th, 4 to 5 p. m.	
The greatest movement of the wind in one hour	16·0	2nd and 17th, 11 to noon.	

The number of hours with winds from each of the 8 points—
N. 0, N.E. 22, E. 103, S.E. 136, S. 292, S.W. 138, W. 7, N.W. 17, Calm 29.

The results of observations at the Alipore Observatory are not rigorously comparable with the registers of past years (at the Park Street Observatory). The barometer is about 3 feet higher at Alipore, and, other things being equal, reads therefore ·003 lower. The diurnal range of temperature is also greater at Alipore, and the mean temperature apparently about 0·6 higher; and finally, the thermometer which furnished the record of temperature at the Surveyor-General's Office during 20 years and upwards is found to read 0·6 higher than the Kew Standard thermometer, which is the standard of reference at the present Observatory.

G. W. KÜCHLER,

For *Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories.*

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 13th August 1900.

Results of the Meteorological Observations taken at the Alipore Observatory from 5th to 11th August 1900.

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 32° Fahr.	Temperature. Mean.	Temperature. Maximum.	Temperature. Range.	Temperature. Minimum.	Hygrometry. Mean wet bulb.	Hygrometry. Vapour tension.	Hygrometry. Dew point.	Hygrometry. Humidity.	Wind. Prevailing direction.	Wind. Miles recorded.	Rain.	Weather.
		°		Inches.	°	°	°	°	°	Inches	°	%			Inches.	
1900. Aug.	5th	145·8	2·8	29·519	82·1	87·5	11·1	76·4	79·9	0·991	79·0	90	NW, E and S ...	94	0·63	Chiefly cloudy, o, d, p.
,,	6th	134·8	2·6	·587	83·4	87·3	9·1	78·2	81·0	1·027	80·0	90	SSE and SE ...	96	0·93	Chiefly cloudy, d, p.
,,	7th	149·0	3·0	·567	84·3	89·4	9·9	79·5	81·2	1·024	79·9	87	SE and ESE ...	120	0·04	Chiefly cloudy, d.
,,	8th	146·1	7·4	·541	84·4	92·2	12·0	80·2	80·8	1·003	79·3	85	ESE, ENE and SE by E.	137	0·27	Partially cloudy, o, d, p.
,,	9th	146·3	3·3	·539	84·5	91·2	11·8	79·4	81·0	1·013	79·6	86	SE by E, E and ENE.	85	0·01	Chiefly cloudy d.
,,	10th	147·7	5·4	·489	83·0	89·6	10·2	79·4	80·0	0·986	78·8	88	ENE and E ...	201	0·39	Chiefly cloudy, o, p.
,,	11th	142·8	2·9	·527	83·6	87·2	8·0	79·2	79·9	·972	78·4	84	E and E by S ...	249	0·20	Chiefly cloudy, p.

	Inches
The mean pressure of the seven days	29·538
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	29·588
	Hours.
The total number of hours of bright sunshine	27·4
The maximum possible number of hours of sunshine	91·0
The mean temperature of the seven days	83·6
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	83·2
The extreme variation of temperature	15·8
The maximum temperature	92·2
	Miles.
The highest velocity of the wind in one hour	15
	%
The mean relative humidity	87
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	86
	Inches.
The total fall of rain from 5th to 11th August 1900	2·47
The average fall of the corresponding period for 24 years, Surveyor-General's Office	2·27
The total fall from 1st January to 11th August 1900	32·67
The average fall of the corresponding period for 24 years, Surveyor-General's Office	39·03

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph, and from eye observations.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

o, overcast; d, drizzling rain; p, passing temporary showers.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 13th August 1900.

G. W. KUCHLER,
For *Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories.*

Vital Statistics of the Districts of Bengal for the month of June 1900.

Divisions.	Districts.	Population under registration.	Births. Number registered.	Births. Ratio per 1,000 of population per annum.	Deaths. Cholera. Number registered.	Cholera. Ratio per 1,000 of population per annum.	Small-pox. Number registered.	Small-pox. Ratio per 1,000 of population per annum.	Fever. Number registered.	Fever. Ratio per 1,000 of population per annum.	Dysentery and Diarrhœa. Number registered.	Dysentery and Diarrhœa. Ratio per 1,000 of population per annum.	Injury. Number registered.	Injury. Ratio per 1,000 of population per annum.	Other causes. Number registered.	Other causes. Ratio per 1,000 of population per annum.	Total of all causes. Number registered.	Total of all causes. Ratio per 1,000 of population per annum.	Average of corresponding month of previous five years. Number registered.	Average of corresponding month of previous five years. Ratio per 1,000 of population per annum.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Burdwan	Burdwan	1,391,880	3,508	30·24	167	1·32	3	·02	1,756	15·12	51	·36	46	·36	536	4·56	2,559	21·96	2,718	23·40	
	Birbhum	798,254	2,600	39·00	119	1·68	1	·01	947	14·16	3	·03	25	·36	391	5·76	1,486	22·32	1,560	23·40	
	Bankura	1,069,628	3,828	42·84	27	·24	15	·12	1,110	12·36	30	·24	37	·36	605	6·72	1,824	20·40	2,083	23·28	
	Midnapore	2,631,465	6,600	30·00	370	1·68	86	·36	3,014	13·68	103	·36	112	·48	929	4·20	4,614	21·00	4,543	20·64	
	Hooghly, including Serampore.	1,034,296	1,411	16·32	108	1·20	24	·24	1,289	14·88	83	·96	55	·60	213	2·40	1,772	20·52	1,971	22·80	
	Howrah	763,695	1,513	23·76	176	2·76	19	·24	741	11·64	174	2·64	53	·72	421	6·60	1,584	24·84	1,441	22·56	
Presidency	24-Parganas	1,892,033	3,456	21·84	119	·72	26	·12	2,075	13·08	112	·60	119	·72	410	2·52	2,861	18·12	2,620	16·56	
	Calcutta	681,569	641	11·28	316	5·52	92	1·56	413	7·20	171	3·00	21	·36	1,262	22·20	2,275	39·96	1,455	25·56	
	Nadia	1,644,108	2,037	21·36	134	·96	2	·01	1,957	14·28	11	·07	107	·72	275	1·92	2,486	18·12	2,737	19·92	
	Murshidabad	1,256,946	2,725	26·04	91	·84	1	·008	1,797	17·16	1	·008	63	·60	229	2·16	2,182	20·88	2,384	22·80	
	Jessore	1,588,827	2,729	17·28	55	·24	8	·04	2,437	15·48	1	·006	113	·60	185	1·08	2,799	17·76	3,270	20·76	
	Khulna	1,177,652	2,383	24·24	110	1·08	1	·009	1,278	12·96	9	·08	67	·60	418	4·20	1,883	19·08	1,939	19·68	
Rajshahi	Rajshahi	1,439,654	2,303	19·08	140	1·08	2	·01	2,408	20·04	4	·02	65	·48	102	·84	2,721	22·68	2,846	23·64	
	Dinajpur	1,482,570	3,184	25·68	37	·24	5	·03	2,963	23·88	9	·07	61	·48	145	1·08	3,220	26·04	3,353	27·12	
	Jalpaiguri	680,736	1,285	22·56	420	7·32	21	·36	2,023	35·64	50	·84	19	·24	73	1·32	2,606	45·84	2,129	37·44	
	Darjeeling	223,314	547	29·28	54	2·88	7	·36	687	36·84	235	12·60	3	·12	143	7·68	1,129	60·60	926	49·68	
	Rangpur	2,665,464	4,072	23·64	11	·06	...	...	3,436	19·92	22	·12	34	·12	125	·72	3,638	21·00	4,312	24·96	
	Bogra	764,461	1,452	22·68	23	·36	5	·07	1,016	15·84	...	...	56	·84	107	1·56	1,207	18·84	1,403	21·96	
	Pabna	1,361,223	1,907	16·80	27	·12	...	...	2,085	18·36	2	·01	50	·36	79	·60	2,243	19·68	2,583	22·68	
Dacca	Dacca	2,395,430	4,309	21·48	46	·12	4	·01	3,095	15·48	103	·48	88	·36	711	3·48	4,047	20·16	3,567	17·76	
	Mymensingh	3,472,186	6,883	23·76	137	·36	15	·04	5,140	17·64	69	·12	97	·24	860	2·88	6,318	21·72	6,341	21·84	
	Faridpur	1,823,715	3,093	20·28	50	·24	4	·02	3,128	20·52	30	·12	72	·36	473	3·00	3,757	24·72	3,311	21·72	
	Backergunge	2,153,965	4,806	26·76	235	1·20	1	·004	2,730	15·12	18	·09	139	·72	1,112	6·12	4,235	23·52	4,336	24·12	
Chittagong	Tippera	1,782,935	3,565	23·88	56	·36	...	...	2,182	14·64	27	·12	78	·48	589	3·96	2,932	19·68	2,969	19·92	
	Noakhali	1,009,693	2,464	29·28	77	·84	...	...	2,262	26·88	4	·03	60	·60	287	3·36	2,690	31·92	2,380	28·20	
	Chittagong	1,290,167	3,969	36·84	93	·84	2	·01	3,299	30·60	34	·24	69	·60	151	1·32	3,648	33·84	3,590	33·36	Not under registration.
	South Lushai Hills	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Patna	Patna	1,772,352	3,806	25·68	1,298	8·76	99	·60	1,736	11·64	946	6·36	119	·72	2,148	14·52	6,346	42·96	5,293	35·76	
	Gaya	2,138,331	5,827	32·64	1,967	10·92	186	·96	5,991	27·96	117	·60	121	·60	1,000	5·52	8,392	47·04	5,340	29·88	
	Shahabad	2,060,579	4,238	24·60	5,653	32·88	10	·04	5,144	29·88	22	·12	70	·36	647	3·72	11,553	67·20	4,797	27·84	
	Saran	2,465,665	5,507	26·76	2,281	11·04	85	·36	2,590	12·60	193	·84	170	·72	2,203	10·68	7,522	36·60	6,002	29·16	
	Champaran	1,859,465	3,764	24·24	6,823	43·92	136	·84	3,358	21·60	22	·12	105	·60	827	5·28	11,271	72·72	4,553	29·28	
	Muzaffarpur	2,712,857	5,701	25·20	6,833	30·12	59	·24	4,458	19·68	109	·48	194	·84	1,249	5·52	12,902	57·00	9,186	40·56	
	Darbhanga	2,801,955	5,251	22·44	6,191	26·40	21	·08	5,370	22·92	167	·60	205	·84	1,255	5·28	13,209	56·52	9,265	39·60	
Bhagalpur	Monghyr	2,036,621	4,259	24·96	2,731	16·08	55	·24	4,249	24·96	66	·36	116	·60	727	4·20	7,944	46·80	5,655	33·24	
	Bhagalpur	2,032,696	3,504	20·64	1,722	10·08	150	·84	3,543	20·88	32	·12	104	·60	529	3·12	6,080	35·88	5,442	32·04	
	Purnea	1,944,038	2,539	15·60	747	4·56	16	·09	3,734	23·04	13	·07	73	·36	70	·36	4,653	28·68	4,134	25·44	
	Malda	814,919	1,462	21·96	112	1·56	...	...	1,375	20·16	5	·07	30	·36	72	·96	1,594	23·40	1,799	26·40	
	Sonthal Parganas	1,753,775	4,554	31·08	232	1·56	2	·01	2,531	17·28	21	·12	58	·36	287	1·92	3,131	21·36	3,507	23·88	
Orissa	Cuttack	1,937,671	6,878	42·48	2,317	14·28	571	3·48	1,603	9·84	365	2·16	145	·84	1,279	7·92	6,280	38·88	3,559	21·96	
	Balasore	994,675	3,284	39·60	484	5·76	64	·72	809	9·72	113	1·32	63	·72	764	9·12	2,297	27·60	2,226	26·76	
	Puri	944,998	3,362	42·60	317	3·96	137	1·68	434	5·40	279	3·48	54	·60	977	12·36	2,198	27·84	2,481	31·44	Not under registration.
	Angul and Khondmals	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Chota Nagpur.	Hazaribagh	1,164,321	3,708	38·16	54	·48	30	·24	1,761	18·12	38	·36	80	·72	534	5·40	2,497	25·68	2,870	29·52	
	Ranchi	1,128,885	4,135	43·92	...	...	90	·84	947	9·96	137	1·44	87	·84	846	8·88	2,107	22·32	2,223	23·52	
	Palamau	596,770	1,772	35·52	1,467	29·40	94	1·80	1,441	28·92	46	·84	46	·84	197	3·96	3,291	66·12	1,533	30·72	
	Manbhum	1,193,328	4,836	48·60	129	1·20	15	·12	1,652	13·56	27	·24	41	·36	635	6·36	2,199	22·08	3,253	32·64	
	Singhbhum	545,488	1,758	38·64	4	·08	11	·24	628	13·80	7	·12	38	·72	147	3·12	835	18·36	903	19·80	
	Total	71,069,617	158,336	26·64	44,560	7·44	2,175	·36	107,332	18·12	4,088	·60	3,628	·60	27,224	4·56	189,007	31·80	156,797	26·40	
	Average of corresponding month of previous five years	.....	178,361	30·00	14,171	2·28	1,612	·24	110,167	18·60	3,389	·48	3,876	·60	23,582	3·96	156,797	26·40	...	...	
	Difference + or —	.....	−19,725	−3·36	+30,389	+5·16	+563	+·12	−2,835	−·48	+699	+·12	−248	Equal	+3,642	+·60	+32,210	+5·40	...	...	

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,
The 11th August 1900.

H. J. DYSON, *Major*, I.M.S., F.R.C.S.,
Sanitary Commissioner for Bengal.

Vital Statistics of Towns in Bengal with a population of 20,000 and over during the month of June 1900.

Districts.	Towns.	Population under registration.	Births.		Deaths.														Average of corresponding month of previous five years.		Remarks.
					Cholera.		Small-pox.		Fever.		Dysentery and Diarrhœa.		Injury.		Other causes.		Total of all causes.				
			Number registered.	Ratio per 1,000 of population per annum.	Number registered.	Ratio per 1,000 of population per annum.	Number registered.	Ratio per 1,000 of population per annum.	Number registered.	Ratio per 1,000 of population per annum.	Number registered.	Ratio per 1,000 of population per annum.	Number registered.	Ratio per 1,000 of population per annum.	Number registered.	Ratio per 1,000 of population per annum.	Number registered.	Ratio per 1,000 of population per annum.	Number registered.	Ratio per 1,000 of population per annum.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	2
Burdwan ...	1. Burdwan	34,477	45	15·60	24	8·28	...	...	40	13·92	5	1·68	2	·60	9	3·12	80	27·84	67	23·28	
Midnapore ...	2. Midnapore	32,264	65	24·12	22	8·16	4	1·44	48	17·76	3	1·08	3	1·08	21	7·80	101	37·56	73	27·00	
Hooghly ...	3. Hooghly and Chinsura	33,060	29	10·44	7	2·52	3	1·08	32	11·52	5	1·80	1	·36	11	3·96	59	21·36	68	24·60	
	4. Serampore	35,952	45	15·00	4	1·32	1	·24	42	13·92	16	5·28	5	1·56	19	6·24	87	28·92	97	32·28	
Howrah ...	5. Howrah	116,606	163	16·68	29	2·88	8	·72	173	17·76	61	6·24	7	·72	117	12·00	395	40·56	261	26·76	
24-Parganas	6. Cossipore-Chitpur ...	31,423	28	10·68	2	·72	1	·36	18	6·84	2	·72	...	...	4	1·44	27	10·20	28	10·68	
	7. Maniktala	32,865	25	9·12	16	5·76	1	·36	10	3·60	4	1·44	1	·36	5	1·80	37	13·44	27	9·84	
	8. Barnagore	23,028	26	13·44	28	14·52	1	·48	22	11·40	5	2·52	1	·48	11	5·64	68	35·40	66	34·32	
	9. South Suburban ...	41,718	40	11·40	12	3·36	1	·24	47	13·44	2	·48	2	·48	5	1·32	69	19·80	83	23·76	
	10. Garden Reach ...	27,924	23	9·84	1	·36	...	...	27	11·52	1	·36	5	2·04	7	3·00	41	17·52	Data not available.		
	11. South Barrackpore, including Tittagarh Municipality.	35,647	10	3·36	...	...	...	...	43	14·40	6	1·92	1	·24	4	1·32	54	18·12	54	18·12	
	12. Naihati	20,040	22	13·08	...	...	1	·48	22	13·08	1	·48	2	1·08	1	·48	27	16·08	54	32·28	
Calcutta ...	13. Calcutta	681,580	641	11·28	316	5·52	92	1·56	413	7·20	171	3·00	21	·36	1,282	22·20	2,275	39·96	1,455	25·56	
Nadia ...	14. Krishnagar	25,500	24	11·28	...	...	...	...	35	16·44	1	·36	...	...	2	·84	38	17·88	31	14·52	
Murshidabad	15. Santipur	30,437	22	8·64	...	...	...	...	40	15·72	...	...	1	·36	6	2·28	47	18·48	44	17·28	
Rajshahi ...	16. Berhampore	23,515	26	13·20	...	...	...	...	27	13·68	1	·48	...	...	...	...	28	14·28	37	18·84	
Pabna ...	17. Rampur Boalia ...	21,407	27	15·12	12	6·72	...	...	21	11·76	2	1·08	1	·48	3	1·68	39	21·84	40	22·32	
Dacca ...	18. Sirajganj	23,267	29	14·88	...	...	...	...	28	14·40	...	...	1	·48	1	·48	30	15·36	26	13·32	
Chittagong ...	19. Dacca	82,523	142	20·64	...	...	...	...	97	14·04	26	3·72	1	·12	69	9·96	193	27·84	175	25·44	
Patna ...	20. Chittagong	24,069	21	10·44	...	...	...	...	36	17·88	...	...	1	·48	1	·48	38	18·84	69	34·32	
	21. Patna City	165,192	264	19·08	86	6·24	40	2·88	229	16·56	125	9·00	11	·72	179	12·96	670	48·60	496	36·00	
	22. Bihar	47,723	77	19·32	16	3·96	5	1·20	37	9·24	11	2·76	6	1·44	21	4·92	95	23·88	132	33·12	
	23. Dinapore	44,419	44	11·88	7	1·89	...	...	33	8·88	5	1·32	1	·24	58	15·84	105	28·32	89	24·00	
Gaya ...	24. Gaya	80,383	164	24·48	59	8·76	31	4·56	172	25·56	12	1·68	6	·84	41	6·12	321	47·88	236	35·16	
Shahabad ...	25. Arrah	46,905	82	20·88	86	21·96	1	·24	117	29·88	4	·96	1	·24	2	·48	211	53·88	76	19·44	
	26. Sasaram	22,713	75	39·60	33	17·40	...	...	65	34·32	...	...	2	·96	8	4·20	108	57·00	64	33·72	
Saran ...	27. Chapra	57,352	113	23·40	23	4·80	4	·72	36	7·44	18	3·72	5	·96	72	15·00	158	33·00	127	26·52	
Champaran	28. Bettiah	22,780	53	27·84	77	40·56	...	...	34	17·88	1	·48	...	...	22	11·52	134	70·56	68	35·76	
Muzaffarpur	29. Muzaffarpur	49,192	81	19·68	115	27·96	...	...	52	12·60	5	1·20	8	1·92	31	7·56	211	51·36	146	35·52	
	30. Hajipur	21,487	58	32·28	38	21·12	...	...	25	13·92	3	1·56	...	...	29	16·08	95	53·04	66	36·84	
Darbhanga ...	31. Darbhanga	73,561	139	22·56	325	52·92	15	2·40	61	9·84	8	1·20	3	·48	129	21·00	541	88·20	190	30·96	
Monghyr ...	32. Monghyr	67,077	107	22·44	44	9·24	...	...	60	12·60	6	1·20	3	·60	99	20·76	212	44·52	139	29·16	
Bhagalpur ...	33. Bhagalpur	69,106	113	19·56	64	11·04	27	4·68	99	17·16	16	2·76	3	·48	35	6·00	244	42·36	173	30·00	
Cuttack ...	34. Cuttack	47,186	142	36·00	21	5·28	...	...	30	7·56	12	3·00	1	·24	46	11·64	110	27·96	75	18·96	
Balasore ...	35. Balasore	20,775	41	23·64	...	...	...	...	12	6·84	2	1·08	1	·48	22	12·60	37	21·36	49	28·20	
Puri ...	36. Puri	28,794	43	17·88	33	13·68	1	·36	19	7·80	10	4·08	1	·36	37	15·36	101	42·00	121	50·40	
Ranchi ...	37. Ranchi	20,306	51	30·12	...	...	3	1·68	19	11·16	8	4·68	...	...	7	4·08	37	21·84	45	26·52	
	Total of all towns with a population of 20,000 and over	2,252,233	3,100	16·44	1,560	7·92	240	1·20	2,321	12·36	558	2·88	108	·48	2,396	12·72	7,123	37·92	5,047	26·88	
	Average of the corresponding month of previous five years		3,486	18·48	500	2·64	71	·36	2,334	12·36	547	2·88	124	·60	1,471	7·80	5,047	26·88			
	Difference + or —		—386	—2·04	+1,060	+5·28	+169	+·84	—13	Equal	+11	Equal	—16	—·12	+925	+4·92	+2,076	+11·04			

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,
The 11th August 1900.

H. J. DYSON, *Major*, I.M.S., F.R.C.S.,
Sanitary Commissioner for Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate return of traffic on the Circular and Eastern Canals for the week ending Saturday, the 11th August 1900, as compared with the corresponding week of the previous year.

Nature of cargo.	Week ending Saturday, the 11th August 1900.			Week ending Saturday, the 12th August 1899.		
	Number of boats.	Weight of cargo.	Tollage.	Number of boats.	Weight of cargo.	Tollage.
	No.	Mds.	Rs.	No.	Mds.	Rs.
Rice and paddy	722	1,03,540	1,703	824	98,825	1,196
Jute	19	8,700*	73	26	19,200	270
Firewood	78	57,675	858	57	34,850	513
Other articles	603	1,71,914	2,245	692	2,03,055	2,529
Total ...	1,422	3,41,909	4,879	1,599	3,55,930	4,468

* Weight by canal measurement ... 9,087 maunds.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 28th July 1900 on 1,836·15 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
	(a)	Rs. A. P. (a)	Mds. s.	Rs. A. P. (b)	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	341,950	3,45,049 3 0	51,45,648 10	8,99,557 7 0	27,405 0 0	12,72,011 10 0	100,315	200,031	300,346
Or per mile of railway	.....	187 14 8	.....	489 11 8	14 14 10	692 12 2	.....	.....	.....
For previous 3 weeks of half-year	1,132,505	12,14,810 1 0	1,47,94,426 0	27,37,790 11 0	74,016 0 0	40,26,616 12 0	322,576	595,658	918,234
Total for 4 weeks ...	1,474,455	15,59,859 4 0	1,99,40,074 10	36,37,348 2 0	1,01,421 0 0	52,98,628 6 0	422,891	795,689	1,218,580
COMPARISON.									
Total for corresponding week of previous year ...	35,659½	3,05,455 1 1	34,23,200 0	5,78,386 9 0	12,912 7 10	8,96,754 1 11	95,285½	140,365½	235,651½
Per mile of railway corresponding week of previous year ...	.....	178 8 11	.....	338 1 8	7 8 10	524 3 5	.....	.....	.....
Total for corresponding 4½ weeks of previous year ...	1,441,631½	14,48,793 13 0	1,57,12,041 80	26,79,994 2 3	55,830 6 3	41,84,618 5 6	396,936	637,503½	1,034,439½

(a) The increase is is outward passenger traffic owing chiefly to movements of marriage parties and pilgrims.
(b) The increase is chiefly in coal traffic and also in food-grains from Howrah and stations in the Loop, Dinapore, and Gaya districts.

1900. *Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899.*

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		No. of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
1,836·15	Week ended 7th July ...	393,897	4,48,904	50,34,320	9,34,699	22,470	14,06,073	766	314,298	4 7 7
1,836·15	Ditto 14th " ...	400,878	4,16,385	5[illegible],57,247	9,15,110	25,826	13,67,321	745	306,399	4 7 5
1,836·15	Ditto 21st " ...	337,740	3,49,321	46,02,869	8,77,982	25,730	12,53,223	683	297,637	4 3 4
1,836·15	Ditto 28th " ...	341,950	345,049	51,45,648	8,99,557	27,405	12,72,011	693	300,346	4 3 9
	Totals up to date ...	1,474,455	15,59,859	1,99,40,074	36,37,348	1,01,421	52,98,628	721	1,218,580	4 5 7

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded. *1899.*

		No. of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
1,710·67	8 days of July	425,807	4,54,371	45,59,139	8,06,040	16,693	12,77,124	747	307,818	4 2 5
1,710·67	Week ended 15th July ...	363,619	3,51,956	42,17,629	6,87,396	13,140	10,52,492	615	254,918	4 2 1
1,710·67	" " 22nd " ...	346,543	3,37,012	35,12,074	6,08,241	13,085	9,58,338	560	236,652	4 1 0
1,710·67	" " 29th " ...	305,660	305,455	34,23,200	5,78,387	12,912	8,96,754	524	235,652	3 12 11
	Totals up to date ...	1,441,632	14,48,794	1,57,12,042	26,79,994	55,830	41,84,618	590	1,034,440	4 0 9

TARKESSUR BRANCH RAILWAY.

Approximate Return of Traffic for the week ended 28th July 1900 on 22·23 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	17,877	4,123 10 0	34,018 0	618 11 0	9 0 0	4,751 5 0	1,071	117	1,188
Or per mile of railway ...		185 8 0	.....	27 13 3	0 6 6	213 11 9	.....	.....	.....
For previous 3 weeks of half-year	74,195	17,798 15 0	81,045 0	1,677 0 0	29 0 0	19,504 15 0	3,163	401	3,564
Total for 4 weeks ...	92,072	21,922 9 0	1,15,063 0	2,295 11 0	38 0 0	24,256 4 0	4,234	518	4,752
COMPARISON.									
Total for corresponding week of previous year	17,231	3,873 12 11	8,001 10	914 15 0	6 6 6	4,795 2 5	1,119	122	1,241
Per mile of railway corresponding week of previous year ...	.....	174 4 2	.....	41 2 6	0 4 8	215 11 4	.....	.....	.....
Total for corresponding 4½ weeks of previous year ...	86,697	19,833 4 6	76,664 0	2,033 6 0	42 3 9	21,908 8 3	4,612	516	5,158

TARKESSUR BRANCH RAILWAY—*concluded.*

1900. *Abstract of progressive weekly return of all earnings for 1900 in comparison with 1899.*

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
22·23	Week ended 7th July	26,980	6,544	22,945	594	10	7,058	317	1,188	5 15 1
22·23	Ditto 14th ,, ...	27,030	6,452	25,378	577	10	7,039	317	1,188	5 14 9
22·23	Ditto 21st ,, ...	20,185	4,803	32,722	596	9	5,408	243	1,188	4 8 10
22·23	Ditto 28th ,, ...	17,877	4,123	34,018	619	9	4,751	214	1,188	4 0 0
	Totals up to date ...	92,072	21,922	1,15,063	2,296	38	24,256	273	4,752	5 1 8

Abstract of progressive weekly return of all earnings for 1900 in comparison with 1899—concluded. *1899.*

		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
22·23	8 days of July ...	24,246	6,025	8,049	322	13	6,360	286	1,437	4 6 10
22·23	Week ended 15th July	21,805	4,792	47,285	448	16	5,256	236	1,292	4 1 1
22·23	Ditto 22nd ,, ...	23,415	5,142	13,329	348	7	5,497	247	1,188	4 10 0
22·23	Ditto 29th ,, ...	17,231	3,874	8,031	915	6	4,795	216	1,241	3 13 10
	Totals up to date ...	86,697	19,833	76,664	2,033	42	21,908	238	5,158	4 4 0

DELHI-UMBALLA-KALKA RAILWAY.

Approximate Return of Traffic for week ended 28th July 1900 on 162·24 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	(a)13,340	(a)11,505 14 0	75,177 0	5,815 1 0	68 0 0	17,388 15 0	4,285	637	4,922
Or per mile of railway	.....	70 14 8	.....	35 13 6	0 6 9	107 2 11	.....	... ..	...
For previous 3 weeks of half-year	54,771	57,700 7 0	2,67,844 36	26,670 1 0	202 0 0	84,572 8 0	23,286	10,473	33,759
Total for 4 weeks ...	68,111	69,206 5 0	3,43,021 30	32,485 2 0	270 0 0	1,01,961 7 0	27,571	11,110	38,681
COMPARISON.									
Total for corresponding week of previous year	18,628½	13,788 4 3	63,995 0	10,569 6 2	69 8 0	24,427 2 5	6,957	3,160½	10,117½
Per mile of railway corresponding week of previous year	.....	84 15 10	.....	65 2 4	0 6 10	150 9 0	.....	.....	...
Total for corresponding 4½ weeks of previous year	80,898½	66,264 6 10	2,52,813 20	35,791 15 2	273 1 3	1,02,329 7 3	29,574½	12,664½	42,239

(a) The decrease is due to the breach on the D.-U.-K. Ry. between Tarnori and Karindwa.

1900. *Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899.*

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
162·24	Week ended 7th July ...	20,245	22,563	1,00,333	10,044	67	32,674	201	12,534	2 9 9
162·24	,, ,, 14th ,, ...	20,917	22,038	97,598	9,913	68	32,079	198	12,847	2 7 11
162·24	,, ,, 21st ,, ...	13,609	13,039	69,914	6,713	67	19,819	122	8,378	2 5 10
162·24	,, ,, 28th ,, ...	13,340	11,506	75,177	5,815	68	17,389	107	4,922	3 8 6
	Totals up to date ...	68,111	69,206	3,43,022	32,485	270	1,01,961	157	38,681	2 10 2

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded. *1899*

		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rs. A. P.
162·24	8 days of July	23,211	19,776	72,881	9,176	93	29,047	179	11,955	2 6 11
162·24	Week ended 15th July ...	20,339	17,554	61,713	8,858	60	26,472	163	9,953	2 10 7
162·24	,, ,, 22nd ,, ...	18,720	15,146	54,224	7,189	48	22,383	138	10,214	2 3 1
162·24	,, ,, 29th ,, ...	18,629	13,788	63,995	10,569	70	24,427	151	10,117	2 6 8
	Totals up to date ...	80,809	66,264	2,52,813	35,792	273	1,02,329	152	42,239	2 6 9

SOUTH BEHAR RAILWAY.

Approximate Return of Traffic for week ended 28th July 1900 on 78·76 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	(a) 10,865	(a) 5,822 6 0	33,657 10	2,046 10 0	48 0 0	7,917 0 0	1,590	615	2,205
Or per mile of railway	.....	73 14 10	.....	25 15 9	0 9 9	100 8 4	.....	.....	.....
For previous 3 weeks of half-year	34,016	16,598 2 0	1,32,026 0	8,228 6 0	142 0 0	24,968 8 0	4,677	2,332	7,009
Total for 4 weeks ...	44,881	22,420 8 0	1,65,683 10	10,275 0 0	190 0 0	32,885 8 0	6,267	2,947	9,214
Comparison.									
Total for corresponding week of previous year	8,659½	3,843 11 8	15,791 10	1,504 1 0	10 8 6	5,358 5 2	1,041	72	1,113
Per mile of railway corresponding period of previous year	.....	48 12 10	.....	19 1 6	0 2 2	68 0 6	.....	.....	.....
Total for corresponding 3½ weeks of previous year	28,155½	12,942 6 4	52,700 30	4,994 2 6	36 2 0	17,972 10 10	2,993	707	3,700

(a) The increase is due to a greater booking of passengers between East Indian Railway and South Behar Railway.

1900. *Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899.*

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
78·76	Week ended 7th July ...	11,892	5,794	46,827	2,774	47	8,615	109	2,441	3 8 6
78·76	" " 14th " ...	12,112	5,824	45,501	2,913	47	8,854	112	2,363	3 11 11
78·76	" " 21st " ...	10,012	4,910	39,698	2,543	48	7,500	95	2,205	3 6 5
78·76	" " 28th " ...	10,865	5,823	33,657	2,046	48	7,917	101	2,205	3 9 5
	Totals up to date ...	44,881	22,421	1,65,683	10,275	190	32,886	104	9,214	3 9 1

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded. *1899.*

		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
65·00	4 days ended 8th July ...	1,436	417	242	23	1	441	7	390	1 2 1
76·79	Week ended 15th " ...	8,287	4,240	17,382	1,566	12	5,818	76	1,084	5 5 10
78·76	" " 22nd " ...	9,773	4,442	19,285	1,901	14	6,356	81	1,113	5 11 4
78·76	" " 29th " ...	8,660	3,844	15,792	1,504	10	5,358	68	1,113	4 13 0
	Totals up to date ...	28,156	12,943	52,701	4,994	36	17,973	64	2,700	4 13 9

EASTERN BENGAL STATE RAILWAY.

(Including N. B., K.-D., Dacca, and Assam-Behar Sections.)

Approximate Return of Traffic and Mileage for the week ended 4th August 1900 on 842 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (including ferry).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	232,880	96,580 0 0	8,36,280 0	1,75,320 0 0	9,980 0 0	2,81,880 0 0	36,328	38,260	74,588
Or per mile of railway	277	115 0 0	993 0	208 0 0	1 0 0	334 0 0*	...	...	...
For previous 4 weeks of half-year	837,800	3,94,360 0 0	29,60,130 0	4,77,430 0 0	48,550 0 0	9,20,340 0 0	140,898	135,946	276,844
Total for 5 weeks ...	1,070,680	4,90,940 0 0	37,96,410 0	6,52,750 0 0	58,530 0 0	12,02,220 0 0	177,226	174,206	351,432
Comparison.									
Total for corresponding week of previous year	193,366	81,840 0 0	8,66,708 0	1,55,611 0 0	8,083 0 0	2,44,934 0 0	35,422	37,985	73,407
Per mile of railway corresponding week of previous year ...	232	98 0 0	967 0	186 0 0	1 0 0	285 0 0	...	...	...
Total to corresponding date of previous year	1,057,007	4,76,338 0 0	36,64,945 0	6,03,978 0 0	61,722 0 0	11,47,038 0 0	180,562	166,577	347,139

* Excluding steamer earnings.

DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 4th August 1900 on 86 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	24,600	6,880 0 0	18,490 0	1,360 0 0	160 0 0	8,400 0 0	2,525	1,307	3,832
Or per mile of railway	286	80 0 0	215 0	16 0 0	2 0 0	98 0 0	...	...	...
For previous 4 weeks of half-year	89,330	27,890 0 0	32,420 0	3,880 0 0	690 0 0	32,460 0 0	10,090	5,558	15,648
Total for 5 weeks ...	113,930	34,770 0 0	50,910 0	5,240 0 0	850 0 0	40,860 0 0	12,615	6,865	19,480
Comparison.									
Total for corresponding week of previous year	20,889	6,316 0 0	24,561 0	1,066 0 0	112 0 0	7,494 0 0	2,590	1,621	4,211
Per mile of railway corresponding week of previous year ...	243	74 0 0	286 0	12 0 0	1 0 0	87 0 0	...	...	...
Total to corresponding date of previous year	117,383	34,169 0 0	1,45,465 0	6,710 0 0	977 0 0	41,856 0 0	13,274	7,277	20,551

COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 4th August 1900 on 33·18 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings, including ferry.	Total earnings.	Traffic train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	1,840	860 0 0	9,380 0	1,380 0 0	40 0 0	2,280 0 0	270	828	1,098†
Or per mile of railway	55	26 0 0	283 0	42 0 0	..... *	68 0 0*	.....	.....	.....
For previous 4 weeks of half-year	7,330	3,550 0 0	25,680 0	2,560 0 0	160 0 0	6,270 0 0	1,050	2,999	4,049
Total for 5 weeks ...	9,170	4,410 0 0	35,060 0	3,940 0 0	200 0 0	8,550 0 0	1,320	3,827	5,147
Comparison.									
Total for corresponding week of previous year	1,827	586 0 0	3,756 0	369 0 0	97 0 0	1,052 0 0	308	1,357	1,665
Per mile of railway corresponding week of previous year ...	54	17 0 0	111 0	11 0 0	.....	28 0 0	.....	.....	.....
Total to corresponding date of previous year	9,731	3,150 0 0	27,413 0	2,634 0 0	546 0 0	6,330 0 0	1,753	4,843	6,596

* Excluding coaching ferry.
† Includes ballast train-miles 468.

MYMENSINGH-JAGANNATHGANJ RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 4th August 1900 on 53·37 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	7,320	1,830 0 0	10,130 0	780 0 0	20 0 0	2,630 0 0	1,190	798	1,988*
Or per mile of railway	137	34 0 0	190 0	15 0 0	.....	49 0 0	.....	.....	...
For previous 4 weeks of half-year	30,450	8,070 0 0	21,320 0	2,770 0 0	70 0 0	10,910 0 0	4,784	2,883	7,667
Total for 5 weeks ...	37,770	9,900 0 0	31,450 0	3,550 0 0	90 0 0	13,540 0 0	5,974	3,681	12,655
Comparison.									
Total for corresponding week of previous year	3,022	732 0 0	772 0	50 0 0	5 0 0	787 0 0	707	400	1,107
Per mile of railway corresponding week of previous year ...	92	22 0 0	23 0	2 0 0	.....	24 0 0	.....	.....	...
Total to corresponding date of previous year	14,612	3,535 0 0	5,502 0	389 0 0	22 0 0	3,946 0 0	2,112	3,164	5,276

*Includes ballast train-miles 504.

BRAHMAPUTRA-SULTANPUR RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 4th August 1900 on 52† miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	3,430	1,000 0 0	9,570 0	910 0 0	20 0 0	1,930 0 0	490	1,196	1,686*
Or per mile of railway	66	19 0 0	184 0	18 0 0	.....	37 0 0	.....	.....	.....
For previous 4 weeks of half-year	15,730	4,320 0 0	27,770 0	2,250 0 0	80 0 0	6,650 0 0	2,140	4,489	6,629
Total for 5 weeks ...	19,160	5,320 0 0	37,340 0	3,160 0 0	100 0 0	8,580 0 0	2,630	5,685	8,315
Comparison.									
Total for corresponding week of previous year	1,083	353 0 0	6,965 0	259 0 0	10 0 0	622 0 0	245	1,006	1,251
Per mile of railway corresponding week of previous year ...	44	14 0 0	281 0	11 0 0	.....	25 0 0	.....	.....	.....
Total to corresponding date of previous year	7,733	2,335 0 0	21,890 0	1,067 0 0	45 0 0	3,447 0 0	1,014	4,889	5,903

* Includes ballast train-miles 678.
† Increase is due to the opening of Bonarpara station.

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 4th August 1900 on 1,202 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated), including steam-boat.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs.	Mds.	Rs.	Rs.	Rs.			
Total traffic for the week on 1,202 miles open	151,670	(a)59,320	4,39,950	(b)45,020	(a)16,480	(a)1,20,820	31,782	(c)24,485	56,267
Or per mile of railway (d) ...	135·66	53·06	393·52	40·27	14·74	108·07	.....	.....	.....
For previous 4 weeks of half-year	591,039	2,29,190	25,50,070	2,53,120	51,040	5,33,350	114,910	117,430	232,340
Total for 5 weeks ...	742,709	2,88,510	29,90,020	2,98,140	67,520	6,54,170	146,692	141,915	288,607
Comparison									
Total for corresponding week of previous year on 1,085 miles open	117,730	41,314	5,82,736	58,869	10,457	1,10,640	25,546	(e)26,117	51,663
Per mile of railway corresponding week of previous year ...	108·51	38·08	537·08	54·25	9·64	101·97	.....	.....	.....
Total to corresponding date of previous year	647,659	2,26,707	28,06,454	3,17,449	71,404	6,15,560	136,194	136,062	272,256

(a) Increase due to increased mileage.
(b) Decrease due to slack traffic.
(c) Includes 4,863 miles of ballast trains run on open line.
(d) This has been worked out on the actual mileage (1,118) opened for traffic.
(e) Includes 5,962 miles of ballast trains run on open line.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(Worked by the B. & N.-W. Railway.)

Audited Return of Traffic for week ending 23rd June 1900 on 18 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Passengers carried.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
	No.	Rs. A. P.	Mds.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week on 18 miles open	974	137 15 5	12,313	332 10 10	5 6 0	(a)476 0 3	147	105	252
Or per mile of railway	54·11	7 10 8	684·06	18 7 9	0 4 9	26 7 2	.....	.....	.....
For previous 23½ weeks of half-year	32,032	5,596 1 7	2,89,604	7,778 1 0	402 1 0	13,776 3 7	3,797	2,305	6,102
Total for 24½ weeks ...	33,006	5,734 1 0	3,01,917	8,110 11 10	407 7 0	14,252 3 10	3,944	2,410	6,354
Comparison.									
Total for corresponding week of previous year on 18 miles open	1,091	215 2 3	14,218	444 7 0	2 8 0	662 1 3	357	147	504
Per mile of corresponding week of previous year	60·61	11 15 3	789·89	24 11 1	0 2 2	36 12 6	.....	.....	.....
Total to corresponding date of previous year	16,991	3,891 14 5	1,55,509	4,413 2 0	86 1 0	8,391 1 5	6,168	2,920	9,088

(a) The decrease of Rs. 223 compared with the approximate return is due to overestimate.

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Mileage for the week ended 28th July 1900 on 139 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	30,081	11,793 0 0	93,312 0	9,494 0 0	10,909 0 0	32,196 0 0	4,550	3,464	8,014
Or per mile of railway	231	91 0 0*	671 0	68 0 0	78 0 0	237 0 0	.....	.....	.....
For previous 3 weeks of half-year	108,650	39,263 0 0	1,90,643 0	13,913 0 0	819 0 0	53,995 0 0	13,650	8,335	21,985
Total for 4 weeks ...	138,731	51,056 0 0	2,83,955 0	23,407 0 0	11,728 0 0	86,191 0 0	18,200	11,799	29,999
Comparison.									
Total for corresponding week of previous year	32,112	13,313 0 0	47,993 0	4,964 0 0	3,924 0 0	22,201 0 0	5,239	2,437	7,676
Per mile of railway corresponding week of previous year	247	102 0 0	345 0	36 0 0	28 0 0	166 0 0	.....	.....	.....
Total to corresponding date of previous year	144,381	55,324 0 0	2,04,163 0	16,973 0 0	4,591 0 0	76,888 0 0	21,764	10,426	32,190

* Coaching traffic calculated on 130 miles only.

ASSAM-BENGAL RAILWAY.

Approximate Return of Traffic for the week ended 28th July 1900 on 397 miles open for all descriptions of traffic and an additional 39 miles for goods and parcels traffic only.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	22,179	12,660 0 0	2,14,515 0	12,297 0 0	2,102 0 0	27,059 0 0	3,427	8,570	11,997
Or per mile of railway	55·87	31·89	492·01	28·20	4·82	64·91	8·63	19·66	28·29
For previous 3 weeks of half-year	76,459	42,820 0 0	5,96,949 0	35,414 0 0	1,373 0 0	79,607 0 0	11,317	24,749	36,066
Total for 4 weeks ...	98,638	55,480 0 0	8,11,464 0	47,711 0 0	3,475 0 0	1,06,666 0 0	14,744	33,319	48,063
Comparison.									
Total for corresponding week of previous year	21,320	12,446 0 0	2,18,557 0	10,417 0 0	2,225 0 0	25,088 0 0	3,723	6,677	10,400
Per mile of railway corresponding week of previous year	53·84	31·43	515·46	24·57	5·25	61·25	9·40	15·75	25·15
Total to corresponding date of previous year	98,104	56,173 0 0	10,77,172 0	49,119 0 0	3,313 0 0	1,08,605 0 0	15,239	30,543	45,782

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam-Bengal Railway.

Receipts for week ending 28th July 1900.			Receipts for week ending 29th July 1899.			Total receipts from 1st April 1900 to 28th July 1900.			Total receipts from 1st April 1899 to 29th July 1899.			Total increase in 1900.	Total decrease in 1900.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.		Rs.	
436	27,059	64·91	424	25,088	61·25	436	5,08,863	...	424	4,92,587	...	16,276	.....

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

	Rs.	A.	P.
Approximate earnings for the week ending 4th August 1900	11,520	0	0
Ditto for the corresponding period of 1899	10,199	0	0
Increase	1,321	0	0
Receipts per mile for the week ending 4th August 1900	225	14	1
Ditto for the corresponding period of 1899	199	15	8
Increase	25	14	5
Receipts from 1st July to 4th August 1900	73,102	0	0
Ditto for the corresponding period of 1899	58,603	0	0
Increase	14,499	0	0

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WEDNESDAY, AUGUST 22, 1900.

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RESOLUTION ON THE ANNUAL REPORT OF THE BENGAL VETERINARY COLLEGE AND OF THE CIVIL VETERINARY DEPARTMENT, BENGAL.

REVENUE DEPARTMENT—AGRICULTURE.

Calcutta, the 18th August 1900.

RESOLUTION—No. 3111.

READ—

The Annual Report of the Bengal Veterinary College and of the Civil Veterinary Department, Bengal, for the year 1899-1900.

Letter No. 75T.A., dated the 8th July 1900, from the Director of Land Records, Bengal, submitting the above Report with his remarks.

The Annual Report of the Civil Veterinary Department of Bengal was received on the 20th of July, about 50 days later than the prescribed date. It contains a clear and brief account of the progress of the Veterinary College during the year, the development of local veterinary institutions, the history of the epidemics during the year, the experiments made with the object of checking disease, and the attempts made to improve the local breeds of cattle.

2. *The Veterinary College.*—The period of tuition now extends over three years, and it is satisfactory to find that all those who completed the second-year course last year continued their studies. The number of new students was large also; and altogether 36 pupils attended the annual examination, the

results of which were very creditable to the Principal and tutors. Last year there were no Muhammadans in the College, but no less than five have now completed the first-year course.

3. *Stipends.*—All the students who appeared in the annual examinations held stipends, 22 being provided by Government and 14 by District Boards or private individuals. In addition valuable prizes were given to the most successful students by gentlemen interested in the welfare of the College.

4. *The Infirmary.*—The number of patients again increased, and if the arrangements now contemplated are completed, whereby the infirmary will be registered under the amended Cruelty to Animals Act, and the Entally Glanders Hospital of the Calcutta Municipality will be transferred to the College, there will be a large addition to the patients and increased opportunities to the students for the observation of animal diseases. Financially the receipts grew from Rs. 5,878 in the previous year to Rs. 6,355, whilst in consequence of various economies the expenses decreased from Rs. 5,553 to Rs. 4,502. The surplus of Rs. 1,853, which may be taken as a partial remuneration for the medical services rendered, is satisfactory and typical of the practical character of the administration of the College.

5. *Veterinary Assistants.*—As all the students of last year have continued their studies, the number of passed assistants has not increased. The demand for their services is great, and is likely to increase in the near future, as the scheme for the organisation of a veterinary department is developed. That scheme contemplates the eventual provision of a dispensary in each district with a veterinary assistant in charge and an itinerant assistant employed in the interior. Already most of the District Boards have agreed to these proposals in a modified form, and no doubt ultimately the success of these institutions in neighbouring districts will lead public opinion to insist on their adoption in the remainder. There will thus be for some years a steady demand for qualified assistants, to the best of whom will be open the prospect of employment on the inspecting staff which will ultimately be created. Meantime, of the 35 men who have passed out of the Belgatchia Institution, no less than 25 hold appointments and 6 are in private practice. Of the remainder 1 only has proved unsuccessful.

6. *Veterinary Dispensaries.*—A detailed report of these institutions has been submitted by the Superintendent, from which it is gathered that some are successful financially and professionally and others are only partially so. It is inferred, however, that all would have a greater chance of success if they received more constant support from the local authorities and enjoyed the benefit of more frequent inspections by the head of the provincial department. Veterinary-Major Raymond's opportunities for the inspection of outlying institutions were considerably lessened owing to the demands made on his time by the researches he carried on during the year with reference to rinderpest. The Lieutenant-Governor, while fully recognising the very valuable nature of these researches and the great ability with which they have been prosecuted by Major Raymond, desires that in future they may not be allowed to retard the very necessary duty of inspecting the work which is being done by veterinary assistants outside Calcutta.

The most notable example of private generosity in connection with the institution of veterinary institutions is that of Kumar Rameshwar Malia and other gentlemen of Howrah, who have subscribed over Rs. 30,000 for building and endowing a dispensary. The Lieutenant-Governor trusts that it will prove to be so useful as to encourage other gentlemen elsewhere to follow this excellent example.

7. *Outbreaks of epidemic disease.*—Much evidence was accumulated during the year of the wide prevalence of glanders in Calcutta, and it is understood that proposals for combating this dangerous disease will shortly be submitted to Government. The other most notable outbreak of glanders was at Dumka, where steps were promptly taken to suppress the disease. Rinderpest too was fatal in an unusual degree in Calcutta. In the mufassal it does not appear to have been abnormally active, yet it is reported that in one district alone it carried off no less than 27,000 cattle. If these were worth only Rs. 10

each, the loss to the district was Rs. 2,70,000 ; and the maintenance of an even insignificantly successful veterinary staff in the district would have been a prudent measure of insurance.

8. *Experiments.*—An outbreak of rinderpest during the year at a large farm under European management afforded a favourable opportunity for testing the value of inoculation with bile as a preventive, and the results appear to fully justify the extension of experiments with this substance, but this excellent method will probably not for some time, owing to Hindu prejudices, be very extensively employed. In addition, other experiments which have been reported to Government were conducted during the year and appear to promise results of interest.

9. *Improvement of stock.*—The progress made in this direction was the least satisfactory feature of the work of the department during the year; but a scheme is under consideration for the opening of a breeding farm at Pusa in Darbhanga, which, it is hoped, will ultimately result in the steady supply of suitable bulls for the province. In the direction of horse-breeding it has been decided, with reluctance, that little can be done to counteract climatic and other adverse influences.

10. The Lieutenant-Governor thanks Veterinary-Major Raymond for his conduct of the affairs of the department, in developing which he has been equally energetic and successful.

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

GOVERNMENT OF BENGAL,

MAJOR

Comparative Return of Traffic carried on the Orissa Canals

Particulars.	Demands. Balance from previous year.	Demands. For current year.	Collections during the current year.	Balance uncollected.	Corresponding period of previous year. Demands.	Corresponding period of previous year. Collections.
1	2	3	4	5	6	7
Tollage.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Boats (private and Government).	5,728	93,340	99,744	4,740	1,42,040	1,36,312
Rafts ...	...	5,416	...	...		
Carrying operations.						
Boating (Government).	93	46,350	46,103	40	36,425	36,332
Fines and sundries.	...	...	...	...	...	...
Total ...	5,821	1,45,106	1,46,147	4,780	1,78,465	1,72,644
Taldanda Canal System.	73	12,566	11,196	1,443	22,304	22,231
Kendrapara Canal System.	5,300	67,343	69,461	3,182	93,613	88,313
High Level Canal, Range I.*	399	60,454	60,727	126	58,197	57,798
High Level Canal, Range II.	45	3,106	3,125	26	3,193	3,148
High Level Canal, Range III.	...	1,210	1,208	2	813	813
Jajpur Canal	4	427	430	1	345	341
Total ...	5,821	1,45,106	1,46,147	4,780	1,78,465	1,72,644

Nature of Cargo.	1899-1900. Up.	1899-1900. Down.	1899-1900. Total.	1898. Up.	1898. Down.
8	9	10	11	12	13
Boat Traffic.	Tons.	Tons.	Tons.	Tons.	Tons.
1. Cotton, raw and manufactured.	1,311	58	1,369	978	71
2. Woollen goods, raw and manufactured.	...	...	...	...	...
3. Dyes and tans	...	...	...	...	...
4. Rice ...	17,952	8,023	25,975	15,488	22,907
5. Other food-grains.	10,270	4,063	14,333	7,064	630
6. Hides and skins	13	735	748	9	945
7. Liquors ...	...	...	...	...	...
8. Metals ...	512	364	876	539	456
9. Oils ...	3,098	41	3,139	3,268	36
10. Oilseeds ...	1,437	5,935	7,372	1,406	2,784
11. Provisions ...	49	6	55	1	49
12. Salt ...	318	6,913	7,231	365	3,804
13. Spices ...	3,052	50	3,102	7,534	39
14. Sugar ...	280	1,199	1,479	225	1,509
15. Tobacco ...	2	120	122	7	98
16. Building materials.	2,752	9,887	12,639	4,114	23,159
17. Miscellaneous goods.	6,508	7,097	13,605	3,914	11,173
18. Timber ...	377	2,494	2,871	1,149	2,247
19. Firewood ...	211	1,823	2,034	266	1,563
20. Bamboos ...	...	290	290	19	88
21. Coal and coke	272	186	458	4,963	3,513
22. Jute ...	4	912	916	8	875
23. Treasure ...	...	28	28	...	...
Total Boat Traffic.	48,418	50,224	98,642	51,317	75,946
Raft Traffic.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.
24. Timber in logs	99,146	278,219	377,365	214,554	392,127
25. Squared timber	...	...	...	...	...
26. Sleepers, broad-gauge.	...	24	24	...	...
27. Sleepers, metre-gauge.	...	...	...	...	...
28. Scantlings ...	...	...	...	...	...
29. Poles ...	...	...	...	...	...
30. Firewood ...	...	...	...	...	7,825
31. Bamboos ...	52,088	536,824	5,88,912	46,648	485,767
32. Reeds ...	...	...	...	...	...
Total Raft Traffic.	C. ft. 151,234	C. ft. 815,067	C. ft. 966,301	C. ft. 261,202	C. ft. 885,719
Grand Total	Tons. 48,418	Tons. 50,224	Tons. 98,642	Tons. 51,317	Tons. 75,946
	C. ft. 151,234	C. ft. 815,067	C. ft. 966,301	C. ft. 261,202	C. ft. 885,719

* The figures against this canal include receipts from the Transport Service.

CALCUTTA;
The 20th August 1900.

IRRIGATION DEPARTMENT

WORKS.

for the years ending 31st March 1900 and 1899.

99. Total.
14
Tons.
1,049
...
...
38,395
7,694
954
...
995
3,304
4,190
60
4,169
7,573
1,734
105
27,273
15,087
3,396
1,829
107
8,476
883
...
127,263
C. ft.
606,681
...
...
...
...
...
7,825
532,415
...
C. ft. 1,146,921
Tons. 127,263 C. ft. 1,146,921

Tonnage.											
1899-1900.						1898-99.					
Taldanda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajpur Canal.	Taldanda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajpur Canal.
15	16	17	18	19	20	21	22	23	24	25	26
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
64,182	134,504	47,561	19,070	7,807	5,456	69,988	171,352	89,764	17,404	4,844	3,829
278,580						357,181					

Ton-mileage.											
1899-1900.						1898-99.					
Taldanda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajpur Canal.	Taldanda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajpur Canal.
27	28	29	30	31	32	33	34	35	36	37	38
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1,120,607	5,960,562	1,184,994	232,591	159,200	35,475	1,743,126	7,687,518	1,906,390	214,799	95,412	25,773
8,693,429						11,673,018					

Value of cargo including rafts.											
1899-1900.						1898-99.					
Taldanda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajpur Canal.	Taldanda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajpur Canal.
39	40	41	42	43	44	45	46	47	48	49	50
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
7,95,779	85,10,420	15,75,310	6,29,803	1,50,633	1,01,664	12,18,680	63,38,230	18,75,965	5,04,818	95,318	50,903
1,17,63,609						1,00,83,914					

Number of passengers.											
1899-1900.						1898-99.					
Taldanda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajpur Canal.	Taldanda Canal System.	Kendrapara Canal System.	High Level Canal, Range I.	High Level Canal, Range II.	High Level Canal, Range III.	Jajpur Canal.
51	52	53	54	55	56	57	58	59	60	61	62
No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
9,910	49,203	13,921	11,773	10,806	1,775	2,341	79,988	613	152	51	175
97,388						83,320					

A. H. C. MacCARTHY,
Under-Secretary to the Government of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

MAJOR WORKS.

Comparative Return of Traffic carried on the Midnapore Canal for the years ending 31st March 1900 and 1899.

Particulars.	Demands.		Collections during current year.	Balance uncollected.	Corresponding period of previous year.		Nature of Cargo.	1899-1900.			1898-99.			Tonnage.		Ton-mileage.		Value of cargo, including rafts.		Number of passengers.	
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1899-1900.	1898-99.	1899-1900.	1898-99.	1899-1900.	1898-99.	1899-1900.	1898-99.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Tollage.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Boat Traffic.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Rs.	Rs.	No.	No.
Boats (private and Government).		85,802					1. Cotton, raw and manufactured.	915	58	973	1,044	55	1,099								
Rafts ...		2,133					2. Woollen goods, raw and manufactured.	.....	.....	.....	.....	.....	.....								
							3. Dyes and tans...	.....	608	608	.....	549	549								
	4,406		89,017	3,324	1,07,491	1,03,085	4. Rice ...	56	17,024	17,080	10	21,001	21,011								
							5. Other food-grains	15,501	11,073	26,574	16,899	16,245	33,144								
							6. Hides and skins	.....	75	75	.....	103	103								
							7. Liquors ...	5	.....	5	8	.....	8								
							8. Metals ...	345	243	588	480	261	741								
							9. Oils ...	2,652	2	2,654	2,466	...	2,466								
							10. Oilseeds ...	580	1,659	2,239	1,029	1,715	2,744								
							11. Provisions ...	1,638	4,296	5,934	1,376	1,442	2,818								
Fines and sundries	.....	Nil					12. Salt ...	9,422	4	9,426	8,463	2	8,465								
							13. Spices ...	544	101	645	679	26	705								
							14. Sugar ...	434	.....	434	835	876	1,711								
							15. Tobacco ...	486	14	500	443	13	456	336,857	375,879	5,451,043	6,390,799	89,29,710	1,11,73,775	232,847	218,181
							16. Building materials.	549	4,962	5,511	442	5,012	5,454								
							17. Miscellaneous goods.	4,310	5,644	9,954	3,712	5,132	8,844								
							18. Timber ...	300	109	409	329	1,005	1,334								
							19. Firewood ...	19	97	116	44	334	378								
							20. Bamboos ...	.....	1	1	.....	1	1								
							21. Coal and coke ...	2,576	6	2,582	5,252	16	5,268								
							22. Jute ...	5	204	209	.....	155	155								
							23. Treasure ...	.....	12	12	.....	17	17								
							Total Boat Traffic ...	40,337	46,192	86,529	43,511	53,960	97,471								

								RAFT TRAFFIC.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.							
								24. Timber in logs	2,210	39,695	41,905	8,554	30,518	39,072							
								25. Squared timber	.....	.....	.....	.....	.....	.....							
								26. Sleepers, broad-gauge.	.....	.....	.....	.....	.....	.....							
								27. Sleepers, metre-gauge.	.....	.....	.....	.....	.....	.....							
								28. Scantlings ...	.....	.....	.....	.....	.....	.....							
								29. Poles ...	96	54,856	54,952	375	98,338	98,713							
								30. Firewood ...	.....	.....	.....	.....	.....	.....							
								31. Bamboos ...	1,020	78,612	79,632	598	105,475	106,073							
								32. Reeds ...	.....	.....	.....	.....	.....	.....							
								Total Raft Traffic	3,326	173,163	176,489	9,527	234,331	243,858							
Total ...	4,406	87,935	89,017	3,324	1,07,491	1,03,085		GRAND TOTAL	Tons. 40,337 C. ft. 3,326	Tons. 46,192 C. ft. 173,163	Tons. 86,529 C. ft. 176,489	Tons. 43,511 C. ft. 9,527	Tons. 53,960 C. ft. 234,331	Tons. 97,471 C. ft. 243,858	336,857	375,879	5,451,043	6,390,799	89,29,710	1,11,73,775	292,847	218,181

CALCUTTA,
The 20th August 1900.

A. H. C. MACCARTHY,
Under-Secretary to the Government of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

MAJOR WORKS.

Comparative Return of Traffic carried on the Hijili Tidal Canal for the years ending 31st March 1900 and 1899.

Particulars.	Demands.		Collections during current year.	Balance uncollected.	Corresponding period of previous year.		Nature of Cargo.	1899-1900.			1898-99.			Tonnage.		Ton-mileage.		Value of cargo, including rafts		Number of passengers.	
	Balance from previous year	For current year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1899-1900.	1898-99.	1899-1900.	1898-99.	1899-1900.	1898-99.	1899-1900.	1898-99.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Tollage.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Boat Traffic.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Rs.	Rs.	No.	No.
Boats (private and Government).	...	49,370					1. Cotton, raw and manufactured.	240	...	240	432	...	432								
Rafts ...	...	219					2. Woollen goods, raw and manufactured.	...	...	...	1	...	1								
	3,472		51,796	1,383	77,169	73,697	3. Dyes and tans ...	...	...	...	...	...	...								
							4. Rice ...	250	39,056	39,306	139	52,020	52,159								
							5. Other food-grains	137	395	532	313	...	313								
							6. Hides and skins	...	14	14	2	42	44								
							7. Liquors ...	...	...	...	...	...	...								
							8. Metals ...	7	4	11	63	1	64								
Fines and sundries.	...	118					9. Oils ...	3,182	...	3,182	2,852	...	2,852								
							10. Oilseeds ...	55	...	55	478	...	478								
							11. Provisions ...	519	10	529	593	12	605								
							12. Salt ...	4,265	...	4,265	4,504	7	4,511								
							13. Spices ...	18	...	18	44	...	44								
							14. Sugar ...	2,357	...	2,357	2,215	15	2,230								
							15. Tobacco ...	2,389	13	2,402	2,392	...	2,392								
							16. Building materials.	836	660	1,496	1,429	591	2,020								
							17. Miscellaneous goods.	430	5,812	6,242	410	4,753	5,163								
							18. Timber ...	104	70	174	166	84	250	185,808	229,306	3,310,579	4,315,874	42,07,942	53,13,290	9,871	28,431
							19. Firewood ...	58	14	72	86	...	86								
							20. Bamboos ...	4	11	15	1	8	9								
							21. Coal and coke ...	1,522	9	1,531	2,546	...	2,546								
							22. Jute ...	...	1,071	1,071	...	1,336	1,336								
							23. Treasure ...	...	...	...	...	...	...								
							Total Boat Traffic	16,373	47,139	63,512	18,666	58,869	77,535								

							RAFT TRAFFIC.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.								
							24. Timber in logs	6,340	5,304	11,644	5,914	1,626	7,540								
							25. Squared timber	...	...	...	...	...	...								
							26. Sleepers, broad-gauge.	...	...	...	...	...	...								
							27. Sleepers, metre-gauge.	...	...	...	...	...	...								
							28. Scantlings ...	...	...	...	...	...	...								
							29. Poles ...	...	...	...	...	...	...								
							30. Firewood ...	...	...	...	...	...	...								
							31. Bamboos ...	6,650	5,325	11,975	14,215	1,125	15,340								
							32. Reeds ...	...	...	...	...	...	...								
							Total Raft Traffic	12,990	10,629	23,619	20,129	2,751	22,880								
Total ...	3,472	49,707	51,796	1,383	77,169	73,697	GRAND TOTAL	Tons. 16,373 C. ft. 12,990	Tons. 47,139 C. ft. 10,629	Tons. 63,512 C. ft. 23,619	Tons. 18,666 C. ft. 20,129	Tons. 58,869 C. ft. 2,751	Tons. 77,535 C. ft. 22,880	185,503	229,306	3,310,579	4,315,874	42,07,942	53,13,290	9,871	28,431

CALCUTTA;
The 20th August 1900.

A. H. C. MACCARTHY,
Under-Secretary to the Government of Bengal.

GOVERNMENT OF BENGAL,

MAJOR

Comparative Return of Traffic carried on the Sone Canals

Particulars.	Demands. Balance from previous year.	Demands. For current year.	Collections during current year.	Balance uncollected.	Corresponding period of previous year. Demands.	Corresponding period of previous year. Collections.
1	2	3	4	5	6	7
Tollage.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Boats (private and Government).	303	78,013	85,526	310	93,354	93,051
Rafts		7,520				
Carrying operations.						
Boating (Government) ...	...	...	...	...	...	...
Fines and sundries ...	...	...	...	...	...	...
Total ...	303	85,533	85,526	310	93,354	93,051
Patna Canal System ...	284	42,357	42,343	298	37,678	37,394
Arrah Canal System ...	19	27,293	27,310	2	45,050	45,031
Buxar Canal System ...	...	15,883	15,873	10	10,626	10,626
Total ...	303	85,533	85,526	310	93,354	93,051

Nature of Cargo.	1899-1900. Up.	Down.	Total.
8	9	10	11
Boat Traffic.	Tons.	Tons.	Tons.
1. Cotton, raw and manufactured.	916	65	981
2. Woollen goods, raw and manufactured.	2	90	92
3. Dyes and tans ...	1	90	91
4. Rice ...	536	6,851	7,387
5. Other food-grains ...	261	29,627	29,888
6. Hides and skins ...	3	293	296
7. Liquors ...	...	...	...
8. Metals ...	157	34	191
9. Oils ...	504	12	516
10. Oilseeds ...	255	8,159	8,414
11. Provisions ...	4	...	4
12. Salt ...	4,669	75	4,744
13. Spices ...	438	...	438
14. Sugar ...	153	872	1,025
15. Tobacco ...	1,474	126	1,600
16. Building materials ...	124	718	842
17. Miscellaneous goods	3,671	8,705	12,376
18. Timber ...	223	18	241
19. Firewood ...	88	19	107
20. Bamboos ...	3,281	7	3,288
21. Coal and coke ...	1,029	2	1,031
22. Jute ...	1	...	1
23. Treasure ...	...	1	1
Total Boat Traffic ...	17,790	55,764	73,554
Raft Traffic.			
24. Timber in logs ...	...	2	2
25. Squared timber ...	...	988	988
26. Sleepers, broad-gauge	...	2	2
27. Ditto, metre-gauge	...	211	211
28. Scantlings ...	...	1,265	1,265
29. Poles ...	1	10,067	10,068
30. Firewood ...	...	3,300	3,300
31. Bamboos ...	...	10,702	10,702
32. Reeds ...	...	2	2
Total Raft Traffic ...	1	26,539	26,540
Grand Total ...	17,791	82,303	100,094

Calcutta;
The 20th August 1900

RRIGATION DEPARTMENT.

VORKS.

or the years ending 31st March 1900 and 1899.

1898-99.			Tonnage.						Ton-mileage.						Value of cargo, including rafts.						Number of passengers.					
			1899-1900			1898-99.			1899-1900.			1898-99.			1899-1900.			1898-99.			1899-1900.			1898-99.		
Up.	Down.	Total.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.	Patna Canal System.	Arrah Canal System.	Buxar Canal System.
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	No.	No.	No.	No.	No.	No.
1,014	44	1,058																								
16	60	76																								
1	...	1																								
526	5,811	6,337																								
36	7,423	7,459																								
18	254	272																								
...	...	...																								
291	16	307																								
293	22	315																								
121	12,994	13,115																								
...	...	...																								
4,192	31	4,223																								
190	12	202																								
186	1,238	1,424																								
1,209	57	1,266																								
1,600	1,642	3,242																								
9,440	7,376	16,816																								
1,777	3	1,780																								
91	1	92																								
2,043	14	2,057																								
16,797	263	17,060																								
2	...	2																								
...	...	...																								
39,843	37,261	77,104																								
1	4	5																								
...	254	254																								
...	391	391																								
...	...	...																								
...	900	900																								
...	6,434	6,434																								
...	942	942																								
15	9,792	9,807																								
...	...	...																								
16	18,717	18,733																								
39,859	55,978	95,837	173,670			163,866			7,283,395			7,943,520			72,42,941			75,70,815			48,285			61,226		
				79,059	55,198	39,413	58,590	80,957	24,819	3,858,718	2,293,901	1,130,776	3,2 1,574	3,993,252	658,694	31,17,710	28,68,402	12,56,829	28,60,318	38,05,681	9,04,816	10,621	26,658	11,006	9,163	27,721	24,342

A. H. C. MacCARTHY,

Under-Secretary to the Government of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

MINOR WORKS AND NAVIGATION.

Comparative Return of Traffic carried on the Circular and Eastern Canals for the years ending 31st March 1900 and 1899.

Particulars.	Demands. Balance from previous year.	Demands. For current year.	Collections during current year.	Balance uncollected.	Corresponding period of previous year. Demands.	Corresponding period of previous year. Collections.
1	2	3	4	5	6	7
Tollage.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Boats (private and Government).		3,45,059				
Rafts ...		31				
	1,017		3,48,285	1,157	3,02,837	3,01,820
Fines and sundries		3,335				

Nature of Cargo.	1899-1900. Up.	1899-1900. Down.	1899-1900. Total.	1898-99. Up.	1898-99. Down.	1898-99. Total	Tonnage. 1899-1900.	Tonnage. 1898-99.	Ton-mileage. 1899-1900.	Ton-mileage. 1898-1899.	Value of cargo, including rafts. 1899-1900.	Value of cargo, including rafts. 1898-1899.	Number of passengers. 1899-1900.	Number of passengers. 1898-1899.
8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Boat Traffic.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Rs.	Rs.	No.	No.
1. Cotton, raw and manufactured.	...	80	80	...	86	86								
2. Woollen goods, raw and manufactured.	...	...	...	...	...	...								
3. Dyes and tans ...	...	...	...	...	...	...								
4. Rice ...	1	193,290	193,291	53	130,750	130,803								
5. Other food-grains	46	35,552	35,598	12	6,723	6,735								
6. Hides and skins	9	85	94	...	65	65								
7. Liquors ...	...	...	...	...	...	...								
8. Metals ...	70	672	742	352	1,222	1,574								
9. Oils ...	987	2,720	3,707	1,195	1,034	2,229								
10. Oilseeds ...	...	11,678	11,678	62	7,187	7,249								
11. Provisions ...	2,185	5,453	7,638	2,758	4,600	7,358								
12. Salt ...	29,248	14,406	43,654	33,901	12,543	46,444								
13. Spices ...	4	4,605	4,609	1	3,092	3,093								
14. Sugar ...	...	181	181	3	277	280								
15. Tobacco ...	32	500	532	27	256	283								
16. Building materials.	1,284	44,887	46,171	1,505	38,782	40,287								
17. Miscellaneous goods.	4,867	56,157	61,024	4,556	46,753	51,309								
18. Timber ...	...	...	...	...	...	...								
19. Firewood ...	...	85,962	85,962	...	76,425	76,425								
20. Bamboos ...	...	...	...	...	...	...								
21. Coal and coke ...	11,793	1,146	12,939	19,728	1,251	20,979								
22. Jute ...	1	69,046	69,047	3	91,851	91,854								
23. Treasure ...	...	...	...	...	...	...								
Total Boat Traffic	50,527	526,420	576,947	64,156	422,897	487,053	815,699	691,866	6,864,145	6,169,765	4,39,96,359	3,92,12,907	9,292	14,605

								RAFT TRAFFIC.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.						
								24. Timber in logs ...	1,825	...	1,825	8,100	...	8,100						
								25. Squared timber...	...	...	...	...	...	...						
								26. Sleepers, broad-gauge.	...	...	...	...	...	...						
								27. Sleepers, metre-gauge.	...	...	...	...	...	...						
								28. Scantlings ...	...	...	...	...	...	...						
								29. Poles ...	...	...	...	...	...	...						
								30. Firewood ...	...	...	...	...	...	...						
								31. Bamboos ...	...	4,710	4,710	...	14,625	14,625						
								32. Reeds ...	...	...	...	...	...	...						
								Total Raft Traffic ...	1,825	4,710	6,535	8,100	14,625	22,725						
Total ...	1,017	3,48,425	3,48,285	1,157	3,02,837	3,01,820		GRAND TOTAL ...	Tons. 50,527 C. ft. 1,825	Tons. 526,420 C. ft. 4,710	Tons. 576,947 C. ft. 6,535	Tons. 64,156 C. ft. 8,100	Tons. 422,897 C. ft. 14,625	Tons. 487,053 C. ft. 22,725	815,629	691,866	6,864,145	6,169,765	4,39,96,359	3,92,12,907	9,292	14,605

CALCUTTA;
The 20th August 1900.

A. H. C. MACCARTHY,
Under-Secretary to the Government of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

MINOR WORKS AND NAVIGATION.

Comparative Return of Traffic carried on the Tolly's Nala for the years ending 31st March 1900 and 1899.

Particulars.	Demands.		Collections during current year.	Balance uncollected.	Corresponding period of previous year.		Nature of Cargo.	1899-1900.			1898-99.			Tonnage.		Ton-mileage.		Value of cargo, including rafts.		Number of passengers.	
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1899-1900.	1898-99.	1899-1900.	1898-99.	1899-1900.	1898-99.	1899-1900.	1898-99.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Rs.	Rs.	No.	No.
Tollage.							Boat Traffic.														
Boats (private and Government).		93,375					1. Cotton, raw and manufactured	...	187	187	...	113	113								
Rafts ...		181					2. Woollen goods, raw and manufactured ...	...	...	...	...	...	...								
							3. Dyes and tans ...	...	...	...	...	...	...								
							4. Rice ...	1	103,116	103,117	8	68,987	68,995								
							5. Other food-grains	...	122	122	...	57	57								
	555		94,635	461	73,908	73,353	6. Hides and skins	...	...	...	...	...	...								
							7. Liquors ...	...	...	...	...	...	...								
							8. Metals ...	1	391	392	...	677	677								
							9. Oils ...	19	1,403	1,422	11	1,115	1,126								
							10. Oilseeds ...	...	750	750	...	1,068	1,068								
							11. Provisions ...	78	2,993	3,071	49	2,647	2,696								
Fines and sundries		985					12. Salt ...	3,109	5,827	8,936	2,324	4,914	7,238								
							13. Spices ...	...	837	837	...	650	650								
							14. Sugar ...	...	34	34	...	...	...								
							15. Tobacco ...	9	754	763	75	680	755	298,835	241,295	2,623,729	2,047,672	1,23,03,992	99,61,773	38,888	31,018
							16. Building materials. ...	102	43,989	44,091	...	37,973	37,973								
							17. Miscellaneous goods ...	634	29,150	29,784	245	26,533	26,778								
							18. Timber ...	...	...	...	...	...	...								
							19. Firewood ...	89	7,721	7,810	58	7,520	7,578								
							20. Bamboos ...	...	...	...	...	...	...								
							21. Coal and coke ...	180	12,217	12,397	106	12,497	12,603								
							22. Jute ...	14	459	473	...	646	646								
							23. Treasure ...	...	...	...	...	...	...								
							Total Boat Traffic	4,236	209,950	214,186	2,876	166,077	168,953								

							RAFT TRAFFIC.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.								
							24. Timber in logs...	20,982	4,510	25,492	17,742	3,247	20,989								
							25. Squared timber	...	...	...	...	...	...								
							26. Sleepers, broad-gauge.	...	...	...	...	...	...								
							27. Sleepers, metre-gauge.	...	...	...	...	...	...								
							28. Scantlings ...	...	...	...	...	...	...								
							29. Poles ...	...	...	...	...	...	...								
							30. Firewood ...	...	...	...	...	...	...								
							31. Bamboos ...	...	400	400	...	2,469	2,469								
							32. Reeds ...	...	...	...	...	...	...								
							Total Raft Traffic ...	20,982	4,910	25,892	17,742	5,716	23,458								
Total ...	555	94,541	94,635	461	73,908	73,353	GRAND TOTAL	Tons. 4,236 C. ft. 20,982	Tons. 209,950 C. ft. 4,910	Tons. 214,186 C. ft. 25,892	Tons. 2,876 C. ft. 17,742	Tons. 166,077 C. ft. 5,716	Tons. 168,953 C. ft. 23,458	298,835	241,295	2,623,729	2,047,672	1,23,03,992	99,61,773	38,888	31,018

CALCUTTA,
The 20th August 1900.

A. H. C. MACCARTHY,
Under-Secretary to the Government of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

MINOR WORKS AND NAVIGATION.

Comparative Return of Traffic carried on the Nadia Rivers for the years ending 31st March 1900 and 1899.

Particulars.	Demands.		Collections during current year.	Balance uncollected.	Corresponding period of previous year.		Nature of Cargo.	1899-1900.			1898-99.			Tonnage.		Ton-mileage.		Value of cargo, including rafts.		Number of passengers.	
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1899-1900.	1898-99.	1899-1900.	1898-99.	1899-1900.	1898-99.	1899-1900.	1898-99.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Rs.	Rs.	No.	No.
Tollage.							**Boat Traffic.**														
Boats (private and Government).		1,09,157					1. Cotton, raw and manufactured.	2	...	2	...	5	5								
							2. Woollen goods, raw and manufactured.	...	...	...	...	...	...								
Rafts ...		845					3. Dyes and tans	1	57	58	...	31	31								
							4. Rice ...	2,759	11,365	14,124	2,609	9,030	11,639								
							5. Other food-grains	9,694	81,658	91,352	9,462	25,861	35,323								
							6. Hides and skins	...	3	3	...	...	...								
	656		1,10,358	321	89,412	88,756	7. Liquors ...	...	...	...	1	...	1								
							8. Metals ...	228	73	301	269	204	473								
							9. Oils ...	3,041	27	3,068	2,230	...	2,230								
							10. Oilseeds ...	470	16,145	16,615	567	19,731	20,298								
							11. Provisions ...	1	1,536	1,537	1	2,683	2,684								
							12. Salt ...	12,164	3	12,167	9,886	36	9,922								
							13. Spices ...	...	82	82	...	110	110								
							14. Sugar ...	83	368	451	10	479	489								
							15. Tobacco ...	28	3,180	3,208	39	2,745	2,784								
Fines and sundries		21					16. Building materials.	2,753	626	3,379	2,541	544	3,085								
							17. Miscellaneous goods.	18,184	25,957	44,141	14,889	30,018	44,907	552,269	686,983	Nil.	Nil.	1,98,61,167	1,64,29,460	53,248	61,109
							18. Timber ...	18	13	31	21	29	50								
							19. Firewood ...	223	287	510	104	340	444								
							20. Bamboos ...	1	...	1	...	...	...								
							21. Coal and coke ...	7,058	698	7,756	8,635	854	9,489								
							22. Jute ...	196	7,613	7,719	78	12,100	12,178								
							23. Treasure ...	...	...	...	...	...	...								
							Total Boat Traffic ...	56,814	149,691	206,505	51,342	104,800	156,142								

							RAFT TRAFFIC.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.							
							24. Timber in logs	105	1,421	1,526	...	780	780							
							25. Squared timber	1,360	49,791	51,151	270	18,715	18,985							
							26. Sleepers, broad-gauge.	...	...	...	...	...	...							
							27. Sleepers, metre-gauge.	...	...	...	...	...	..							
							28. Scantlings ...	...	...	...	...	...	...							
							29. Poles ...	...	...	...	...	...	...							
							30. Firewood ...	...	...	...	...	...	...							
							31. Bamboos ...	32	174,745	174,777	...	228,182	228,182							
							32. Reeds ...	...	...	...	...	...	...							
							Total Raft Traffic...	1,497	225,957	227,454	270	247,677	247,947							
Total ...	656	1,10,023	1,10,358	321	89,412	88,756	GRAND TOTAL	Tons. 56,814 C. ft. 1,497	Tons. 149,691 C. ft. 225,957	Tons. 206,505 C. ft. 227,454	Tons. 51,342 C. ft. 270	Tons. 104,800 C. ft. 247,677	Tons. 156,142 C. ft. 247,947	552,269	686,983	Nil.	Nil.	1,98,61,167	1,64,29,460	53,248	61,109

CALCUTTA,
The 20th August 1900.

A. H. C. MACCARTHY,
Under-Secretary to the Government of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

MINOR WORKS AND NAVIGATION.

Comparative Return of Traffic carried on the Orissa Coast Canal for the years ending 31st March 1900 and 1899.

Particulars.	Demands.		Collection during current year.	Balance uncollected.	Corresponding period of previous year.		Nature of Cargo.	1899-1900.			1898-99.			Tonnage.		Ton-mileage.		Value of cargo, including rafts.		Number of passengers.	
	Balance from previous year.	For current year.			Demands.	Collections.		Up.	Down.	Total.	Up.	Down.	Total.	1899-1900.	1898-99.	1899-1900.	1898-99.	1899-1900.	1898-99.	1899-1900.	1898-99.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Rs.	Rs.	No.	No.
Tollage.							**Boat Traffic.**														
							1. Cotton, raw and manufactured.	68	...	68	189	5	194								
							2. Woollen goods, raw and manufactured.	...	...	...	...	...	...								
Boats (private and Government).		43,382					3. Dyes and tans...	...	...	...	...	...	...								
Rafts ...		667					4. Rice ...	3,412	16,428	19,840	1,621	28,862	30,483								
							5. Other food-grains	94	871	965	206	73	279								
							6. Hides and skins	...	14	14	...	26	26								
	2,063		44,845	1,504	73,299	71,236	7. Liquors ...	...	...	...	...	...	...								
							8. Metals ...	2	...	2	34	1	35								
							9. Oils ...	2,174	3	2,177	2,043	41	2,084								
							10. Oilseeds ...	...	8	8	22	...	22								
							11. Provisions ...	238	75	313	320	130	450								
							12. Salt ...	2,779	528	3,307	3,176	142	3,318								
Fines and sundries	...	237					13. Spices ...	19	8	27	193	6	199								
							14. Sugar ...	936	10	946	1,056	8	1,064								
							15. Tobacco ...	1,155	24	1,179	1,753	8	1,761								
							16. Building materials.	590	115	705	694	181	875								
							17. Miscellaneous goods.	2,764	2,300	5,064	2,438	1,091	3,529	113,210	167,345	2,853,518	4,540,152	23,57,844	32,72,462	13,831	43,437
							18. Timber ...	3	252	255	11	230	241								
							19. Firewood ...	747	59	806	603	24	627								
							20. Bamboos ...	1	...	1	...	6	6								
							21. Coal and coke ...	1,322	8	1,330	2,669	1	2,670								
							22. Jute ...	1	328	329	1	412	413								
							23. Treasure ...	...	2	2	...	4	4								
							Total Boat Traffic ...	16,305	21,033	37,338	17,029	31,251	48,280								

								RAFT TRAFFIC.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.	C. ft.						
								24. Timber in logs	1,128	10,608	11,736	3,641	26,717	30,358						
								25. Squared timber	...	...	...	...	...	...						
								26. Sleepers, broad-gauge.	...	...	...	...	...	...						
								27. Sleepers, metre-gauge.	...	...	...	...	...	...						
								28. Scantlings ...	...	...	...	...	...	...						
								29. Poles ...	...	...	...	...	...	...						
								30. Firewood ...	...	...	...	...	...	...						
								31. Bamboos ...	4,550	21,650	26,200	2,350	33,885	36,235						
								32. Reeds ...	...	...	...	...	...	...						
								Total Raft Traffic ...	5,678	32,258	37,936	5,991	60,602	66,593						
Total ...	2,063	44,286	44,845	1,504	73,299	71,236		GRAND TOTAL ...	Tons. 16,305 C. ft. 5,678	Tons. 21,033 C. ft. 32,258	Tons. 37,338 C. ft. 37,936	Tons. 17,029 C. ft. 5,991	Tons. 31,251 C. ft. 60,602	Tons. 48,280 C. ft. 66,593	113,210	167,345	2,863,518	4,640,152	23,57,844	32,72,462	13,831	43,437

CALCUTTA;
The 20th August 1900.

A. H. C. MACCARTHY,
Under-Secretary to the Government of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Summary of Comparative Returns of Traffic carried on the Canals in Bengal classed as Major Works and Minor Works and Navigation for the years ending 31st March 1900 and 1899.

Canal.	Demands.		Collections.		Total tonnage, up and down.		Ton-mileage.		Value of cargo, including rafts.		Number of passengers.	
	1899-1900.	1898-99.	1899-1900.	1898-99.	1899-1900.	1898-99.	1899-1900.	1898-99.	1899-1900.	1898-99.	1899-1900.	1898-99.
1	2	3	4	5	6	7	8	9	10	11	12	13
MAJOR WORKS.	Rs.	Rs.	Rs.	Rs.	Tons.	Tons.	Tons.	Tons.	Rs.	Rs.	No.	No.
Orissa Circle.												
Taldanda Canal System	12,639	22,304	11,196	22,231	64,182	69,988	1,120,607	1,743,126	7,95,779	12,18,680	9,910	2,341
Kendrapara ditto	72,643	93,613	69,461	88,313	134,504	171,352	5,960,562	7,687,518	85,10,420	63,38,230	49,203	79,988
High Level Canal, Range I	60,853	58,197	60,727	57,798	47,561	89,764	1,184,994	1,906,390	15,75,310	18,75,965	13,921	613
Ditto, „ II	3,151	3,193	3,125	3,148	19,070	17,404	232,591	214,799	6,29,803	5,04,818	11,773	152
Ditto, „ III	1,210	813	1,208	813	7,807	4,844	159,200	95,412	1,50,633	95,318	10,806	51
Jajpur Canal	431	345	430	341	5,456	3,829	35,475	25,773	1,01,664	50,903	1,775	175
Total Orissa Circle ...	1,50,927	1,78,465	1,46,147	1,72,644	278,580	357,181	8,693,429	11,673,018	1,17,63,609	1,00,83,914	97,388	83,320
South-Western Circle.												
Midnapore Canal	92,341	1,07,491	89,017	1,03,085	336,857	375,879	5,451,043	6,390,799	89,29,710	1,11,73,775	232,847	218,181
Hijili Tidal Canal	53,179	77,169	51,796	73,697	185,808	229,306	3,310,579	4,315,874	42,07,942	53,13,290	9,871	28,431
Total South-Western Circle ...	1,45,520	1,84,660	1,40,813	1,76,782	522,665	605,185	8,761,622	10,706,673	1,31,37,652	1,64,87,065	242,718	246,612
Sone Circle.												
Patna Canal System	42,641	37,678	42,343	37,394	79,059	58,590	3,858,718	3,291,574	31,17,710	28,60,318	10,621	9,163
Arrah ditto	27,312	45,050	27,310	45,031	55,198	80,957	2,293,901	3,993,252	28,68,402	38,05,681	26,658	27,721
Buxar ditto	15,883	10,626	15,873	10,626	39,413	24,319	1,130,776	658,694	12,56,829	9,04,816	11,006	24,342
Total Sone Circle ...	85,836	93,354	85,526	93,051	173,670	163,866	7,283,395	7,943,520	72,42,941	75,70,815	48,285	61,226
Total Major Works ...	3,82,283	4,56,479	3,72,486	4,42,477	974,915	1,126,232	24,738,446	30,323,211	3,21,44,202	3,41,41,794	388,391	391,158
MINOR WORKS AND NAVIGATION.												
Circular and Eastern Canals	3,49,442	3,02,837	3,48,285	3,01,820	815,629	691,866	6,864,145	6,169,765	4,39,96,359	3,92,12,907	9,292	14,605
Tolly's Nala	95,096	73,908	94,635	73,353	298,835	241,295	2,623,729	2,047,672	1,23,03,992	99,61,773	38,888	31,018
Nadia Rivers	1,10,679	89,412	1,10,358	88,756	552,269	686,983	.....	.....	1,98,61,167	1,64,29,460	53,248	61,109
Orissa Coast Canal	46,349	73,299	44,845	71,236	113,210	167,345	2,853,518	4,640,152	23,57,844	32,72,462	13,831	43,437
Total Minor Works and Navigation ...	6,01,566	5,39,456	5,98,123	5,35,165	1,779,943	1,787,489	.....	.....	7,85,19,362	6,88,76,602	115,259	150,169

CALCUTTA;
The 20th August 1900.

A. H. C. MACCARTHY,
Under-Secretary to the Government of Bengal.

RESOLUTION ON THE REPORT OF THE BOARD OF REVENUE ON THE FINANCIAL RESULTS OF THE ADMINISTRATION OF THE INCOME-TAX DEPARTMENT FOR THE YEAR 1899-1900.

FINANCIAL DEPARTMENT—SEPARATE REVENUE.

Calcutta, the 18th August 1900.

RESOLUTION—No. 4371S.R.

READ—

The Report of the Board of Revenue on the financial results of the administration of the Income-tax for the year 1899-1900.

The following statement compares the financial results during the last two years :—

	1898-99.	1899-1900.
Number of persons originally assessed, excluding Government servants	115,643	118,452
Number of persons finally assessed, excluding Government servants	113,785	116,720
Number of persons finally assessed, including Government servants	122,978	126,080
Number of assessees, including Government servants, who paid tax within the year ...	119,324	122,788
	Rs.	Rs.
Final demand of income-tax	50,60,501	51,69,274
Final demand of income-tax, including penalties, fines, and arrears	52,67,536	54,11,336
Collections of income-tax within the year ...	49,31,568	50,49,367
Gross receipts	50,85,059	52,00,337
Charges	1,90,627	1,90,938
Percentage of charges on receipts	3·7	3·7
Net revenue	48,94,432	50,09,399

The net revenue shows an increase of Rs. 1,14,967, or an increase of 2·3 per cent. against an increase of 2·9 per cent. in the previous year. The gross receipts, including advance payments and excess collections, and making allowance for various adjustments, amounted to Rs. 52,00,337, of which Rs. 50,73,679 represent the receipts on account of the current demand for the year.

2. There was an increase in the final demand in all the districts, except Dacca, Hazaribagh, Bankura, Burdwan, Purnea, Muzaffarpur, Faridpur, Darjeeling, and Rajshahi, but in none of these districts did the percentage of decrease exceed 5·9, except in Dacca which shows a decline of 19·4. This is ascribed to the depressed condition of the jute trade during the year. In other cases, the causes given for the decrease are fortuitous, and call for no special comment. Enhanced assessments and the discovery of new assessees, combined with the comparative agricultural prosperity of the year, produced an increase in all districts other than those named above.

3. *Assessments.*—The number of villages (a street in Calcutta is held to be a village for this purpose) visited by the assessors was 72,647 against 74,519 during the preceding year, showing a decrease of 1,872. The decrease is examined in detail by the Board, and it appears to be due to accidental causes. The number of persons finally assessed was 116,720 against 113,785, showing an increase of 2·6 per cent. The decrease in Faridpur (68) is said to be due to the weeding out of improper assessments made in former years. But it is observed that the Deputy Collector's own work showed a marked decrease, while the exemptions on revision amounted to 3·8 per cent. and the number of successful objections was 42·7 per cent. It is apparent that there is much room for improvement in the work of this district. Calcutta again heads the list with an increase of 1,517 persons, followed by Midnapore, Monghyr, Khulna, Gaya, Bhagalpur, Puri, Mymensingh, and Darbhanga with increases varying from 200 to 100. A decrease occurred in 14 districts against 15 in the preceding year, but in no case was it as high as 100.

4. *Demands, collections, and balances.*—The following statement shows the original demand, the revised demand, and the percentage of collections from assessees, exclusive of Government servants :—

Year.	Original number of assessees.	Revised number of assessees.	Original demand.	Final demand after revision.	Amount of final demand collected.	Percentage of final demand collected.
			Rs.	Rs.	Rs.	
1898-99 ...	115,643	113,785	46,59,160	45,47,134	44,18,201	97·2
1899-1900 ...	118,452	116,720	47,89,616	46,57,149	45,37,242	97·4

The outstanding balance, including penalties, costs, and arrears, was Rs. 2,06,635 against Rs. 1,81,239 in the year 1898-99. Of this balance, Rs. 48,751 are reported to be good and under realisation, Rs. 1,04,755 doubtful, and Rs. 53,129 bad and irrecoverable.

5. *Coercive measures.*—The following table compares for the last three years the coercive measures taken for the realisation of the tax :—

Year.	Number of persons finally assessed.	Distress warrants.		Distraints.		Sales.	
		Number.	Percentage to column 2.	Number.	Percentage to column 2.	Number.	Percentage to column 2.
1897-98 ..	111,680	5,753	5·2	2,172	1·9	357	·3
1898-99 ...	113,785	5,725	5·03	2,081	1·8	324	·3
1899-1900 ...	116,720	4,506	3·9	1,485	1·3	311	·3

Notwithstanding an increase in the total number of assessees and in the final demand, the different classes of coercive process for realisation of the tax show a general decrease, an indication that the tax was levied with less friction and trouble than in the preceding years. The proportion of warrants issued to the number of persons assessed does not exceed 10 per cent. in a single district. The high percentage in Jessore, noticed in last year's Resolution, which was attributed to the litigious nature of the people, and to the fact that the assessor had become too well acquainted with the district, has been reduced, since the transfer of the officer in question, from 12·2 to 5·6.

The largest number of sales reported was in Rangpur (65), Dinajpur (31), Khulna (22), and Jessore (20). The two districts first named have, for some years, had an unenviable prominence in the sale list, and it seems evident from the detailed analysis in paragraph 32 of the report that in the former district sales were held in some cases where they should not have been. The Board have recently revised the procedure for realisation of the tax from persons who, having been assessed on the basis of the previous year's assessment, die before the tax is realised; and trust that their orders will operate to minimise sales in districts where they have hitherto been largely resorted to.

6. *Penalties and costs.*—The demands and realisations under the heads of penalties and costs for the year under review, as compared with the previous year, are shown in the following statement :—

Year.	Penalties.		Costs.	
	Demands.	Realisations.	Demands.	Realisations.
	Rs.	Rs.	Rs.	Rs.
1898-99	29,532	14,983	13,226	9,324
1899-1900	29,805	15,482	11,891	8,621

7. The amount of tax collected during the year under review from companies and other employers, who agreed under section 9 (2) of the Income-tax Act to collect the tax from the salaries of their servants, rose from Rs. 3,49,551 in the previous year to Rs. 3,83,524; while the remission allowed by way of commission to the employers rose from Rs. 11,017 to Rs. 11,796. The number of companies who undertook to collect the tax also rose from 375 to 419. Two of them failed to collect the tax, which had to be realised by the District Officers. In Calcutta the number of companies collecting the tax rose from 251 to 288.

8. *Incidence of the tax.*—Excluding the tax on the interest on Government securities and the salaries of Government officials, the average incidence of the tax in the whole Province was Re. 1 to every 15·3 persons against an average of Re. 1 to every 15·6 persons in the preceding year. Darjeeling still continues to show the highest mufassal average, Re. 1 to every 4 persons, while

the incidence was lowest in the Sonthal Parganas, viz., Re. 1 to 69 persons. In Calcutta the average incidence was Re. 1 to every ·4 persons, the same as in the previous year.

Including the taxes recovered by the Accountant-General, Bengal, the incidence was Re. 1 to every 13·8 persons against Re. 1 to every 14·6 persons in 1898-99.

The proportion of persons assessed for the whole Province was 1 in 610 against 1 in 625 in the preceding year.

A glance at the figures in column 14 of Return No. VIII appended to the report will show how the incidence of the tax varies even in adjoining districts. These variations attracted the attention of Government in 1898, and the Board were asked to consider whether assessments in the various districts were made on a uniform basis. Their report, which has been separately received, examines this question in detail. It is shown that many apparent inequalities are capable of explanation; and that, taking the province as a whole, there is no reason to believe that any district is conspicuously under or over-assessed. The personal equation of the assessor cannot of course be entirely eliminated, especially while, as is stated to be the case at present, these men are without any practical knowledge of trade or industry, and are selected because they possess a certain amount of school knowledge. It is minimised, however, by periodical transfers, and as time goes on, it will no doubt be found possible to obtain for the Department a class of officers possessing more of the qualifications necessary for the post. Complete uniformity can of course only be attained gradually.

In this connection the Board were also invited to consider whether a system of utilising non-official assessors in income-tax work could, as in the North-Western Provinces, be usefully adopted in Bengal. The Board were of opinion that, while non-official assistance should be utilised to the fullest degree, provided there was nothing f rmal about it, the plan of formally associating non-officials with the assessor was, so far as Bengal is concerned, to be deprecated. In this view the Lieutenant-Governor concurs.

9. The following statement illustrates for the year under review and previous years, the distribution of the income-tax and of the other direct taxes which preceded it, as between Calcutta and the rest of the Province:—

Years.	Act imposing tax.	Number of persons assessed in—			Amount of tax realised in—		
		Calcutta	Rest of province.	Total of columns 3 and 4.	Calcutta.	Rest of province.	Total of columns 6 and 7.
1	2	3	4	5	6	7	8
					Rs.	Rs.	Rs.
1860-61 ...	Income-tax Act. XXXII of 1860 ...	*	241,297	241,297	20,39,061	34,79,428	55,39,489
1861-62 ...	Ditto ditto ...	*	244,471	244,471	17,83,500	40,68,945	58,52,445
1862-63 ...	Ditto ditto ...	*	61,740	61,740	17,09,743	31,30,344	48,40,087
1863-64 ...	Ditto ditto ...	*	57,879	57,879	12,52,583	22,39,818	34,92,401
1864-65 ...	Ditto ditto ...	*	51,367	51,367	11,47,062	20,00,435	31,47,497
1867-68 ...	License Acts, XXI and XXIX of 1867	23,332	160,040	183,372	4,66,286	10,79,255	15,45,541
1868-69 ...	Certificate Tax Act, IX of 1868 ...	4,824	54,161	63,985	5,39,338	8,74,677	14,14,015
1869-70 ...	Income-tax Acts, IX and XXIII of 1869 and XVI of 1870	22,728	142,342	165,070	13,20,455	26,26,189	38,46,644
1870-71 ...	Ditto ditto ...	*	97,831	97,831	21,21,525	42,99,175	64,[illegible],700
1871-72 ...	Income-tax Act, XII of 1871 ...	7,497	43,968	51,465	6,87,755	13,52,435	20,40,190
1872-73 ...	Ditto, VIII of 1872 ...	*	27,398	27,398	6,04,187	9,52,110	15,56,297
1878-79 ...	Licence-tax Act, I (B.C.) of 1878	31,801	808,706	840,507	3,35,331	23,30,422	26,65,753
1879-80 ...	Ditto ditto	22,427	718,005	740,432	3,00,692	15,57,090	18,57,782
1880-81 ...	Ditto II (B.C.) of 1880	8,142	63,414	71,556	4,11,290	10,73,602	14,84,892
1881-82 ...	Ditto ditto ...	7,973	60,900	68,873	4,12,290	10,26,865	14,39,155
1882-83 ...	Ditto ditto ...	8,434	61,407	69,841	4,04,000	10,25,656	14,29,656
1883-84 ...	Ditto ditto ...	8,673	62,620	71,293	4,13,670	10,39,972	14,53,642
1884-85 ...	Ditto ditto ...	8,628	61,631	70,259	4,04,570	10,27,426	14,31,996
1885-86 ...	Ditto ditto ...	8,794	61,088	69,882	4,12,545	10,16,577	14,29,122
1886-87 ...	Income-tax Act, II of 1886 ...	21,170	77,131	98,301†	17,05,885	16,78,796	33,84,681†
1887-88 ...	Ditto ditto	20,941	79,297	100,238†	14,24,012	16,96,332	31,20,344†
1888-89 ...	Ditto ditto	23,128	79,279	102,407†	15,91,286	16,98,314	32,89,600†
1889-90 ...	Ditto ditto	22,555	79,710	102,265†	16,95,163	17,41,574	34,36,737†
1890-91 ...	Ditto ditto	22,159	80,829	102,988†	17,11,574	17,75,061	34,86,635†
1891-92 ...	Ditto ditto	21,902	81,274	103,176†	17,20,966	18,37,364	35,58,330†
1892-93 ...	Ditto ditto	21,386	82,508	103,894†	17,21,695	18,63,079	35,84,774†
1893-94 ...	Ditto ditto	21,634	83,842	105,476†	17,70,462	19,33,442	37,03,904†
1894-95 ...	Ditto ditto	21,426	85,549	106,975†	18,99,675	19,81,226	38,80,901†
1895-96 ...	Ditto ditto	21,745	87,156	108,901†	19,37,977	20,64,174	40,02,151†
1896-97 ...	Ditto ditto	23,013	88,177	111,190†	21,39,762	20,88,266	42,48,058†
1897-98 ...	Ditto ditto	23,232	88,448	111,680†	21,22,938	21,59,957	42,81,995†
1898-99 ...	Ditto ditto	23,956	89,829	113,785†	21,91,949	22,26,252	44,18,201†
1899-1900 ...	Ditto ditto	25,473	91,247	116,720†	22,42,807	22,94,435	45,37,242†

* Figures not available.

† Exclusive of the tax on salaries, &c., recovered by the Accountant-General and the tax on the interest of Government securities.

These figures show a steady yearly increase in the amount of income-tax collected, Calcutta regularly contributing nearly as much as all the rest of the Province.

10. *Expenditure.*—The expenditure incurred in the working of the tax during the year under review rose from Rs. 1,90,627 in the previous year to Rs. 1,90,938. The increase occurred under the heads of "Collector's establishment," and "Warrant establishment."

11. *Miscellaneous.*—No case of embezzlement was reported during the year. Two prosecutions for attempting to extort money by personating assessors were instituted, and resulted in acquittal; but a conviction was obtained against a man who personated an assessor's peon. Cases of producing unadjusted or fabricated accounts of income are stated to be far too common, but to be as a rule impossible to prove in Court. One prosecution on this charge was instituted during the year, and is still pending.

12. The Lieutenant-Governor's thanks are due to the Board for their administration of this Department during the year under review. Sir John Woodburn notes with pleasure the favourable remarks recorded by the Member in charge on the manner in which the tax is administered in Calcutta—"A steadily increasing revenue with a minimum of friction."

By order of the Lieutenant-Governor of Bengal,

E. N. BAKER,

Secretary to the Govt. of Bengal.

WEATHER AND CROP REPORT.

For the week ending the 20th August, 1900.

Burdwan.—Rainfall at Sadar 2·40. Weather hot and cloudy. Transplantation of *aman* going on. More rain wanted. Fodder and water sufficient. Price of common rice at Sadar 11½ seers per rupee.

Birbhum.—Rainfall at Sadar 1·36, Rampur Hât 1·30. Weather hot and cloudy. More rain wanted. Paddy transplantation continues. Sugarcane doing well. Price of common rice at Sadar 12 seers and Rampur Hât 13 seers per rupee. Fodder sufficient.

Bankura.—Rainfall at Bankura 4·47, Vishnupur 1·25. Weather cloudy. Rainfall of the week very beneficial. Agricultural operations in full swing. Sugarcane doing well. Fodder and water sufficient. No cattle-disease reported. Price of common rice at Bankura and Vishnupur 10 seers per rupee.

Midnapore.—Rainfall at Sadar 1·43, Contai 2·11, Tamluk 1·42, Ghatal 3·04. Weather cyclonic in Contai and Tamluk and rainy in Sadar and Ghatal. Transplantation going on in some places. Prospect of sugarcane good. Prospect of paddy not good at Tamluk and Ghatal No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

				Srs.	
Sadar	...	...	...	12	per rupee.
Contai	...	...	...	14	
Tamluk	...	...	...	9¾	
Ghatal	...	...	...	12	

Hooghly.—Rainfall at Sadar 2·78, Serampore 2·16, Arambagh 1·00. Transplantation of paddy rapidly going on. Condition of jute and sugarcane good. Common rice sells at 11 seers 1 chitak per rupee.

Howrah.—Rainfall at Sadar 4·41, Ulubaria 2·44. Weather cloudy with occasional showers. Cultivation of *aman* going on vigorously on low lands. Recent rain has done much good to the crops on high lands. More rain wanted. Jute, sugarcane, and *aus* doing well. Fodder and water sufficient. Common rice sells at 11 seers per rupee.

24-Parganas.—Rainfall at Sadar 3·05, Barasat 9·00, Basirhat 5·76, Diamond Harbour 1·74. Weather hot and cloudy with occasional showers and high easterly wind. Transplantation of *aman* nearly completed. Harvesting of jute and *aus* going on briskly. Cattle-pox reported from Diamond Harbour subdivision. Fodder and water sufficient. Common rice sells as follows:—

				Srs.	
Sadar	...	...	...	13	per rupee.
Barasat	...	...	...	12	
Basirhat	...	...	...	13¼	
Diamond Harbour	...	...	...	11$\frac{2}{3}$	

Nadia.—Report not received.

Murshidabad.—Rainfall at Sadar 0·47, Lalbagh 0·91, Kandi 0·77, Jangipur 0·98. Weather hot. Harvesting of *bhadoi* and transplantation of *aman* going on. Jute plants doing well. Cattle-disease reported from thana Nabagram. Fodder and water sufficient. Common rice sells as follows:—

				Srs.	
Sadar	...	...	...	12½	per rupee.
Lalbagh	...	...	...	12½	
Kandi	...	...	...	14	
Jangipur	...	...	...	14	

Jessore.—Rainfall at Sadar 2·82, Jhenida 1·38, Magura 1·82, Narail 1·82, Bangaon 1·07. Weather cloudy, windy and rainy. Harvesting of *aus* paddy and jute going on. Transplantation of *aman* nearly finished. More rain wanted. Some damage done to paddy by insect called *hathia*. No cattle-disease reported. Fodder and water sufficient. Common rice sells as follows:—

				Srs.	
Sadar	...	...	...	14	per rupee.
Jhenida	...	...	...	13$\frac{5}{16}$	
Magura	...	...	...	14	
Narail	...	...	...	13	
Bangaon	...	...	...	13$\frac{5}{16}$	

Khulna.—Rainfall at Sadar 1·61, Bagerhat 1·74, Satkhira 1·75. Weather variable. Transplantation of *aman* continues. More rain wanted. Fodder and water sufficient. Cattle-disease reported from Khulna and Kachua. Common rice sells as follows:—

	Srs.	
Sadar	14½	per rupee.
Bagerhat	14	
Satkhira	12	

Rajshahi.—Rainfall at Sadar 1·5, Nator 1·5, Naogaon 1·1. Prospects of standing crops fair. Transplantation of *ropa* paddy in progress. More rain wanted. No cattle-disease. Fodder and water plentiful. Common rice selling at 15 seers per rupee.

Dinajpur.—Average rainfall 0·76. Weather bright with occasional showers. More rain required. Jute-steeping and *haimanti* transplantation progressing. No cattle-disease. Fodder and water plentiful. Rice 15 seers per rupee.

Jalpaiguri.—Rainfall at Sadar 0·30, Alipore Duars 0·80. Weather very hot Transplantation of *haimanti* paddy going on. Rain badly wanted. *Bhadoi* paddy being harvested. Common rice sells at 14 seers per rupee. Fodder and water sufficient.

Darjeeling.—Rainfall at Darjeeling 1·21, Kurseong 1·64, Siliguri 0·26, Kalimpong 1·07. Weather seasonable. *Hills*—*Bhutta* and potatoes being harvested; *chota marua* and *bhadoi* paddy doing well; *bara marua* and *haimanti* paddy being transplanted. *Terai*—*Bhadoi* doing well; *haimanti* paddy being transplanted; jute-cutting commenced. Coarse rice sells as follows:—

	Srs.	
Hills	9	per rupee.
Terai	15	

Bhutta sells at 18 seers per rupee.

Rangpur.—Rainfall at Sadar 0·58, Kurigram 0·53, Nilphamari 0·20, Gaibanda 0·45. Weather very hot. More rain wanted. Harvesting of *aus*, transplantation of *aman*, and steeping of jute going on. Fodder and water sufficient. Rice sells as follows:—

	Srs.	
Sadar	12	per rupee.
Gaibanda	10	
Kurigram	14	
Nilphamari	14	

Bogra.—Average rainfall 0·39. Cutting of *aus* and jute and transplanting of *aman* still going on. Prospects good everywhere except in the flooded tract. Fodder and water sufficient. Common rice sells at 14 seers per rupee.

Pabna.—Rainfall at Sadar 0·66, Sirajganj 0·38. Weather cloudy and rainy with strong wind. More rain wanted for *aman* paddy. Prospects so far good. Prices unchanged.

Dacca.—Rainfall at Sadar 1·19, Manikganj 0·47, Munshiganj 2·33, Narainganj 1·64. Weather seasonable. Prospects of crops good. No cattle-disease. Fodder available. Common rice 13 seers per rupee.

Mymensingh.—Rainfall at Sadar 0·31, Jamalpur 0·80, Kishoreganj 0·73, Netrokona 0·79, Tangail 0·84. Weather hot. Prospects of crops good. Fodder and water sufficient. Condition of cattle good. Common rice sells as follows:—

	Srs.	
Sadar	14	per rupee.
Jamalpur	$12\frac{5}{16}$	
Kishoreganj	13	
Netrokona	$15\frac{7}{16}$	
Tangail	12¼	

Faridpur.—Rainfall at Sadar 1·03, Goalundo 0·46, Madaripur 1·33. Weather seasonable. State and prospects of crops good. Common rice sells at Sadar 16 seers per rupee.

Backergunge.—Rainfall at Sadar 2·33. Weather cloudy. Prospects of crops good. Common rice sells at 13 seers (*aman*) and 16 seers (*aus*) per rupee.

Tippera.—Rainfall at Sadar 1·34, Brahmanbaria 1·14, Chandpur 2·99. Weather seasonable. Cutting of jute and *aus* nearly completed. Prospects of *aman* good. Cattle-disease reported from Brahmanbaria. Average price of common rice 13 seers per rupee.

Noakhali.—Rainfall at Sadar 3·77, Feni 1·78. Transplantation of *aman* and harvesting of *aus* continue. Prospects good. No cattle-disease. Price of common rice stationary. Fodder and water sufficient.

Chittagong.—Rainfall at Sadar 1·01, Cox's Bazar 2·95. More rain wanted. Fields are being cultivated for winter rice. Cattle-disease continues in Chakiria, Harbang, and Ramu. Water and fodder sufficient. Common rice 12 seers per rupee.

Patna.—Rainfall at Sadar ·94, Bihar ·97, Barh ·7, Hilsa 1·5, Bikram ·73. *Bhado* doing well. More rain wanted for transplantation of paddy. Fodder and water sufficient Coarse rice sells at Patna 14 seers per rupee.

Gaya.—Rainfall at Sadar 1·82, Jahanabad ·83, Aurangabad 4·73, Nawada ·66. *Bhadoi* doing well. More rain wanted for paddy crop. Common rice selling at 10½ seers per rupee.

Shahabad.—Rainfall at Sadar 1·64, Buxar 2·07, Bhabua 2·51, Sasaram 0·90, Dehri 2·18. *Bhadoi* doing well. More rain wanted for paddy. Fodder and water abundant. Rice sells at Sadar 12 seers per rupee.

Saran.—Rainfall at Sadar 2·00, Siwan 0·92, Gopalganj 1·46. Weather hot with alternately west and east winds; generally cloudy. Rain urgently wanted for paddy. *Bhado* doing well. Fodder and water sufficient. Common rice 12 seers 3 chitaks and *makai* 14 seers per rupee.

Champaran.—Rainfall at Motihari ·81, Bettiah ·37. Weeding of *bhadoi* and *aghani* going on. Transplantation not completed for want of sufficient rain. Rain urgently needed. *Bhadoi* paddy being harvested in places. Prices of common rice and maize at Sadar are 10¾ and 13 seers per rupee respectively.

Muzaffarpur.—Rainfall at Sadar ·42, Hajipur ·59. Prospects good. Transplantation of rice on high lands being retarded for want of rain. There was a slight shower yesterday (19th). Prices are—Common rice 12 seers, wheat 12 seers, barley 16 seers, maize 14 seers, gram 14½ seers, *arhar* 15 seers, and *marua* 18 seers per rupee.

Darbhanga.—Rainfall at Sadar 0·34, Samastipur 0·81, Madhubani 00·2. Transplantation of paddy not yet complete for want of rain. Rain is now wanted. *Bhadoi* crops doing well. Fodder and water sufficient. Cattle-disease reported from Lankha and Phulparas thanas. Common rice sells as follows:—

				Srs.	
Sadar	...	...	...	13 3/16	per rupee.
Samastipur	...	...	...	13½	
Madhubani	...	...	...	13	

Monghyr.—Rainfall at Monghyr 1·45, Begusarai 0·30, Jamui 1·27. Weather seasonable. Transplantation of paddy suffering in places for want of rain. Prospects of *bhadoi* and other standing crops good. Common rice sells as follows:—

				Srs.	
Monghyr	...	...	...	11¼	per rupee.
Begusarai	...	...	...	11½	
Jamui	...	...	...	11	

Bhagalpur.—Rainfall at Sadar 1·04, Banka 0·52, Madhipura 1·37, Supaul 0·90. Weather hot. Standing crops growing well. More rain needed to conclude paddy transplantation. No cattle-disease. Fodder ample.

Purnea.—Rainfall at Sadar 0·44, Kishanganj 0·90, Araria 1·03. Weather hot. Harvesting of *bhadoi* paddy and jute going on. Rain urgently wanted for transplantation of *aghani* paddy. Standing crops doing well. No cattle-disease reported. Fodder and water sufficient. Common rice sells as follows:—

				Srs.	
Sadar	...	...	...	14	per rupee.
Kishanganj	...	...	...	14	
Araria	...	...	...	16	

Malda.—Rainfall at Sadar ·82, Chanchal ·71, Gajole ·52. Weather hot and rainy. Harvesting of *bhadoi* in progress. Transplantation of winter rice not yet completed. Cattle-disease reported from thana Gomastapur. Price of rice stationary. Fodder and water sufficient.

Sonthal Parganas.—Average rainfall 1·02. Weather hot and cloudy with small showers at intervals. Paddy transplanting nearly finished on low lands. More rain wanted for high lands, specially in Deoghur and Jamtara. Standing crops good. Cattle-disease in

Pakour and Rajmahal. Fodder sufficient. Average price of rice 12 seers 2 chitaks and of *maize* 12 seers 14 chitaks per rupee.

Cuttack.—Rainfall at Sadar 5·31, Jajpur 7·40, Kendrapara 7·08, Banki 4·14. Weather seasonable. *Beali* maturing. Weeding of *sarad* continues. Sugarcane and *mandia* growing. Condition of cattle generally good. Common rice sells as follows :—

	Srs.	ch.	
Cuttack	12	7	per rupee.
Jajpur	17	1	
Kendrapara	17	1	
Banki	11	11	

Balasore.—Rainfall at Sadar 6·95. *Asu* in ear. Transplantation, weeding, and reploughing of *sarad* continue. Jute, sugarcane, and cotton are thriving well. Rice sells at 15¼, 13, and 16 seers per rupee in interior, Balasore, and Bhadrak, respectively. Low lands along Burabalang and Baitarni are under flood-water. Cattle-disease reported from Balasore Circle. Fodder and water sufficient.

Puri.—Rainfall at Sadar 6·27, Khurda 3·24. Weather seasonable. Weeding and transplanting of *sadar* paddy continue. *Beali* in ear. Condition of *mandia*, *arhar*, sugarcane, and other miscellaneous crops good. Cattle-disease reported from Khurda. Fodder and water sufficient. Prices of common rice are :—

	Srs.	ch.	
Sadar	9	3	per rupee.
Khurda	11	13	
Interior of district	12	12	

Angul.—Rainfall at Angul ·98, Chhindipada (up to 11th) 4·07, Bissipara (up to 13th) 3·7. Weather stormy and rainfall general. Agricultural operations in speedy progress. Harvesting of millets and maize continues. New millets sold in the markets. Prospects of crops good. Field labour sufficient. Sporadic cases of cattle-pox continue. Fodder and water sufficient. Common rice selling from 7½ to 10 seers per rupee. Average number of persons daily on relief :—

	Men.	Women.	Children.
Angul	391	90	40
Khondmals	133	142	65

Hazaribagh.—Weather seasonable. Rainfall at Sadar 3·64, Giridi 1·24. Transplantation of paddy going on. *Bhadoi* promises well. Rice sells at Sadar 11¼ seers and Giridi 11 seers per rupee. Fodder and water sufficient.

Ranchi.—Rainfall 4·11. Weather seasonable. Transplantation of paddy continues. *Bhadoi* promises well. Average price of common rice 9½ seers per rupee. Cattle-disease reported from Rahey outpost. Fodder and water sufficient. Numbers on relief on Thursday, the 16th August, 1900 :—

	Men.	Women.	Children.	Total.
Relief-works ...	6,221	3,367	2,195	11,783
Test-works ...	547	190	97	834
Kitchens ...	365	605	4,498	5,468
Dry doles ...	76	167	156	399

Some returns not received owing to flooded rivers.

Palamau.—Rainfall 3·63. Weather seasonable. Sufficient rain all over the district Sugarcane and *bhadoi* doing well. Paddy transplantation continues. Cattle-disease reported from a few villages. Fodder and water sufficient. Prices at Sadar are—Rice 9 seers, gram 9½ seers, wheat 10 seers per rupee. Numbers on relief on Thursday, the 16th August, 1900 :—

	Men.	Women.	Children.	Total.
Relief-works ...	54	29	9	92
Test-works ...	240	142	49	431
Kitchens ...	200	436	661	1,297
Charitable Fund ...	50	158	388	596

Manbhum.—Rainfall at Sadar 1·32, Gobindpur 1·63. Ordinary monsoon weather. *Bhadoi* crops are ripening. Transplantation of winter rice almost finished. More rain wanted in thanas Manbazar, Gourangdi, and Para. Cattle-disease reported from thanas Manbazar and Raghunathpur. Fodder and water sufficient. Average price of common rice at Sadar 10 seers and Gobindpur 11 seers per rupee. Supply sufficient.

Singhbhum.—Rainfall 3·79. Prospects generally good. Average price of rice is 11 seers 10 chitaks per rupee in the district: it is 9 seers at Chaibasa.

General Summary.—The rainfall during the we k was heavy in Orissa and moderate in Chota Nagpur and South-West Bengal, while in all other parts of the Province it was very scanty. More rain is urgently required in Bihar and North, Central, and parts of South-West Bengal for the transplantation of winter rice, which is being retarded. The autumn crops and sugarcane are generally very promising. Early rice and jute are being harvested. There is plenty of fodder in every district. Reports of cattle-disease continue to be received from several districts. The price of rice has fallen in 13 districts, has risen in 10, and is stationary in the rest.

Numbers on relief on Thursday, the 16th August, 1900, as compared with the figures for the 9th August—

		16th August.	9th August.
Ranchi—			
Relief-works	... ...	11,783	15,594
Test-works	... ...	834 *	646
Kitchens	... ...	5,468	7,857
Dry doles	... ...	399	603
	Total ...	18,484	24,700
Palamau—			
Relief-works	... ...	92	113
Test-works	... ...	431	655
Kitchens	... ...	1,297	1,076
Charitable Fund	... ...	596	641
	Total ...	2,416	2,485

* Some returns not received.

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,
The 21st August, 1900.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-

	Number.	DISTRICTS.	QUANTITIES PER RUPEE IN											
			WHEAT.			BARLEY.			RICE, COMMON.			JOWAR OR CHOLUM. (*Sorghum Vulgare.*)		
			Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
		BENGAL.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
BURDWAN DIVISION.	1	Burdwan ...	11 8	12 0	19 0	...	...	...	12 3	13 0	15 0	...	...	...
	2	Birbhum ...	12 0	11 4	16 0	...	...	...	12 0	11 4	15 0	...	...	...
	3	Bankura ...	10 0	10 0	13 12	...	...	...	10 8	12 8	17 8	...	...	...
	4	Midnapore ...	10 0	10 0	16 0	...	...	...	12 0	12 0	16 4	..	...	...
	5	Hooghly ...	10 0	10 0	13 8	...	...	...	10 0	10 0	13 8	...	...	.
	6	Howrah ...	...	...	...	...	...	...	11 0	11 8	13 8	...	...	...
PRESIDENCY DIVISION.	7	24-Parganas ...	...	...	...	...	...	...	11 4	11 0	12 14	...	...	...
	8	Calcutta ...	10 0	10 0	12 4	16 0	16 0	17 12	10 10	10 10	11 6	...	...	17 12
	9	Nadia ...	14 8	13 5	16 0	...	...	29 1	11 7	11 3	14 3	...	...	...
	10	Murshidabad ...	...	13 0	18 0	...	20 0	32 0	...	12 8	14 0	...	...	...
	11	Jessore ...	9 0	9 0	13 0	10 0	12 0	14 0	14 0	14 14	18 0	...	...	...
	12	Khulna ...	...	...	...	...	...	...	14 0	13 0	16 0	...	...	...
RAJSHAHI DIVISION.	13	Rajshahi ...	15 0	13 8	18 12	22 8	21 0	33 0	13 8	13 8	15 0	...	...	...
	14	Dinajpur ...	9 12	10-10-3t	16 0	...	...	17-12-3t	14-6-2t	14 6	18 0	...	...	...
	15	Jalpaiguri ...	10 0	10 0	11 0	...	...	...	15 0	14 0	15 0	...	...	...
	16	Darjeeling ...	7 0	7 0	8 0	8 0	8 0	9 0	11 0	11 0	12 0	...	...	...
	17	Rangpur ...	10 0	10 0	12 8	...	...	...	12 0	12 0	15 0	...	...	...
	18	Bogra ...	9 12	9 12	12 0	...	...	...	12 0	13 8	18 0	...	...	...
	19	Pabna ...	14 4	15 0	18 12	27 0	30 0	35 0	*Aus.* 14 4	13 8	18 12	...	...	...
DACCA DIVISION.	20	Dacca ...	10 0	10 8	14 0	16 0	16 0	42 8	13 0	12 0	18 0	...	...	...
	21	Mymensingh ...	10 0	10 0	13 8	...	...	...	12 8	14 0	20 0	...	...	...
	22	Faridpur ...	14 0	14 8	23 0	23 0	23 0	49 0	12 0	12 4	17 0	...	...	...
	23	Backergunge ...	...	...	...	...	...	..	12 12 15 12	12 12 *Aus.* ...	15 0 17 0	...	...	...

A. In the subdivisions the retail prices of salt per rupee are:—Kalna 10 seers 10 chitaks (panga) and 11 seers 7 chitaks (karkatch); Katwa 11 seers 11 chitaks; Raniganj 10½ seers (panga).
B. At Rampur Hât the retail price of salt is 10 seers 7 chitaks per rupee.
C. At Vishnupur the retail price of salt is 9½ seers per rupee.
D. In the subdivisions the retail prices of salt per rupee are:—Contai 10 seers; Tamluk 10½ seers; Ghatal 11 seers 2 chitaks.
E. In the subdivisions the retail prices of salt per rupee are:—Serampore 10¼ seers; Arambagh 9 seers 13 chitaks.
F. At Ulubaria the retail price of salt is 10 seers 10⅝ chitaks per rupee.
G. In the marts in the interior of the district the retail prices of salt per rupee are:—Chetla 10 seers 10 chitaks; Barasat 11 seers; Baduria 10⅔ seers; Magra Hât 10 seers 10⅔ chitaks.
H. In the subdivisions the retail prices of salt per rupee are:—Kushtia (Bahadurkali) 10 seers (panga); Chuadanga 10 seers (panga); Meherpur 10 seers (karkatch); Ranaghat 11¼ seers (crushed).

SEERS OF 80 TOLAHS.

BAJRA OR CUMBU. (*Pennisetum typhoideum.*)			MARUA OR RAGI. (*Eleusine Corocana.*)		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
S. Ch.	S. Ch.	S. Ch.	S. Ch	S. Ch	S Ch.
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
7 0	7 0	13 0	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	10 0	14 0
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...

Kangni or Kakun, Italian millet. (*Setaria Italica.*)			Gram, Chana, Chhola, Kadalay, or Sunaga. (*Cicer arietinum.*)		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
S. Ch.	S. Ch.	S. Ch	S. Ch.	S. Ch.	S. Ch
...	...	...	12 0	11 0	17 8
...	...	...	13 0	13 0	18 0
...	...	...	12 0	...	15 0
...	...	...	12 0	11 8	20 0
...	...	...	12 0	12 0	16 0
...	...	...	13 0	13 0	16 0
...	...	...	11 14	12 0	18 8
10 0	10 0	10 0	12 5	11 12	16 0
...	...	...	13 14	13 7	26 6
...	...	...	...	13 0	26 0
...	...	...	14 0	13 4	25 0
...	...	...	9 0	10 0	20 0
...	...	...	15 0	14 4	30 0
...	...	...	13 0	13 0	21 0
...	...	...	13 0	13 0	19 0
...	...	...	...	9 0	12 0
...	...	...	11 8	12 0	20 0
...	...	...	12 0	13 8	22 8
...	...	...	12 0	12 12	24 0
...	...	...	10 8	11 10	16 0
...	...	...	9 0	9 0	20 0
...	...	...	12 4	12 4	23 0
...	...	...	8 0	8 0	14 0

quarters Station Bazars of the Districts of Bengal on the 15th August 1900.

Indian-corn or Maize. (*Zea mays.*)			Arhar or Thur, Cadjan Pea. (*Cajanus Indicus.*)			Salt.			Wholesale prices per maund of 40 seers. Salt.			Districts.	Number.	
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.			
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	Rs. A. P.	Rs. A. P.	Rs. A. P.	BENGAL.		
...	...	...	7 8	8 0	10 8	A 11 8	10 0	11 8	3 8 0	3 5 0	3 3 0	Burdwan.	1	Burdwan Division.
...	...	...	8 0	8 0	12 0	B 10 8	10 8	10 8	3 10 6	3 10 6	3 10 6	Birbhum.	2	
...	...	...	8 12	8 12	12 8	C 10 0	10 0	10 0	Panga. 4 0 0	4 0 0	4 0 0	Bankura.	3	
...	...	...	8 0	8 0	12 0	D 11 0	11 0	11 4	Panga. 3 8 0	3 9 0	3 8 0	Midnapore.	4	
...	...	...	8 0	8 0	10 0	E 10 0	10 0	10 8	Crushed. 3 12 0	4 0 0	3 12 0	Hooghly.	5	
...	...	...	8 8	8 8	11 8	F 10 8	10 10	10 8	3 8 0	3 8 0	3 8 0	Howrah.	6	
...	...	...	9 0	9 0	13 4	G 10 11	10 10	10 12	Panga. 3 7 0	3 7 0	3 6 0	24-Parganas.	7	Presidency Division.
...	...	...	8 14	8 14	11 6	11 0	11 0	11 0	Panga. 3 6 0	3 6 0	3 6 0	Calcutta.	8	
...	...	...	8 6	8 0	12 5	H 11 10	11 7	11 10	Panga. 3 7 0	3 8 0	3 7 0	Nadia.	9	
...	...	...	...	9 0	14 0	...	11 8	11 0	...	3 6 0	3 8 0	Murshidabad.	10	
...	...	...	13 0	13 4	12 8	I 11 0	9 2	9 2	Panga. 3 10 0	3 12 0	3 12 0	Jessore.	11	
...	...	...	9 0	9 0	11 0	J 10 0	10 0	10 0	Panga. 3 12 0	3 12 0	3 12 0	Khulna.	12	
...	...	...	15 0	14 4	22 8	K 9 12	9 12	9 12	Panga. 3 13 4	3 13 4	3 13 4	Rajshahi.	13	Rajshahi Division.
...	...	...	6 6	8 12	9 9½	10 10	10 10	10 0	3 10 0	3 10 0	4 0 0	Dinajpur.	14	
...	...	...	9 0	9 0	11 8	L 10 0	10 0	10 0	Panga. 3 10 6	3 12 0	3 11 0	Jalpaiguri.	15	
16 0	16 0	24 0	6 0	5 8	8 0	L1 8 8	8 0	9 0	Rora. 4 10 0	4 14 0	4 7 0	Darjeeling.	16	
						8 0	8 0	8 0	Panga. 4 12 0	4 14 0	4 8 0			
15 0	15 0	24 0	7 0	7 0	9 0	M 10 8	10 0	9 0	Panga. 3 12 0	3 12 0	4 0 0	Rangpur.	17	
...	...	...	Not available.	9 12	16 2	10 8	10 8	10 5	Panga. 3 13 4	3 10 8	3 13 4	Bogra.	18	
...	...	...	9 0	9 0	12 8	N 9 12	9 12	9 12	Panga. 3 13 0	3 14 0	3 14 0	Pabna.	19	
...	...	...	8 0	8 0	10 8	O 10 0	10 0	10 0	3 11 0	3 11 0	3 9 0	Dacca.	20	Dacca Division.
...	...	...	8 0	8 0	10 8	P 9 8	9 8	10 0	4 0 0	4 0 0	4 0 0	Mymensingh.	21	
...	...	...	8 0	8 0	8 0	Q 10 0	10 0	10 0	Panga. 4 0 0	4 0 0	4 0 0	Faridpur.	22	
...	...	...	...	...	...	R 10 0	10 0	10 0	Panga. 3 10 0	3 10 0	3 10 0	Backergunge.	23	

I. In the subdivisions the retail prices of salt per rupee are :—Jhenida 10½ seers ; Magura 9¾ seers ; Narail 10 seers ; Bangaon 10 seers 10 chitaks.
J. In the subdivisions the retail prices of salt per rupee are :—Bagirhát 9 seers ; Satkhira 11 seers.
K. In the subdivisions the retail prices of salt per rupee are :—Nator 10½ seers ; Naugaon 9 seers 10 chitaks.
L. In the Alipur Duars the retail price of salt is 8 seers per rupee.
L1. Retail price of salt (panga) at Kurseong 8 seers and Siliguri 9 seers per rupee.
M. In the subdivisions the retail prices of salt per rupee are :—Gaibanda 10 seers ; Nilphamari 10 seers ; Kurigram 8 seers.
N. At Sirajganj the retail price of salt is 11½ seers per rupee.
O. In the marts in the interior of the district the retail prices of salt per rupee are :—Madanganj 11 seers 6 chitaks ; Manikganj 9 seers; Mirkadim 11 seers 6 chitaks.
P. In the subdivisions the retail prices of salt per rupee are :—Kishorganj 10 seers ; Jamalpur 10 seers ; Kagmari 8 seers ; Netrokona 8 seers.
Q. In the subdivisions the retail prices of salt per rupee are :—Goalundo 10 seers (panga); Madaripur 10½ seers (crushed).
R. In the subdivisions the retail prices of salt per rupee are :—Pirojpur return not received ; Patuakhali 9 seers ; Bhola 9 seers.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-quarters

Number.	DISTRICTS.	QUANTITIES PER RUPEE IN											
		WHEAT.			BARLEY.			RICE, COMMON.			JOWAR OR CHOLUM (*Sorghum Vulgare*).		
		Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
BENGAL—*concluded.*													
CHITTAGONG DIVISION. 24	Tippera ...	...	...	...	...	...	...	11 11	12 5	16 0	...	...	...
25	Noakhali ...	...	...	...	...	...	...	13 0	13 8	16 0	...	...	...
26	Chittagong ...	...	...	...	...	...	...	13 0	12 12	14 12	...	...	...
BIHAR.													
PATNA DIVISION. 27	Patna ..	15 0	14 0	15 8	17 0	17 0	17 0	14 0	13 8	14 0	...	...	22 0
28	Gaya ..	13 0	13 0	16 8	18 8	18 8	25 0	11 0	12 8	13 0	12 8	12 8	21 0
29	Shahabad ...	12 8	12 0 { 11 0 and 13 8 }		14 0	15 0	20 0	12 8	12 0	{ 13 0 and 14 0 }	...	...	...
30	Saran ..	11 8	12 0	15 8	16 0	16 4	19 0	12 0	12 8	12 0	...	...	...
31	Champaran ...	12 8	12 8	16 8	18 0	18 0	21 8	11 0	11 0	12 8	...	...	...
32	Muzaffarpur ...	11 8	11 0	14 0	15 8	15 8	19 0	11 8	11 0	12 0	...	...	...
33	Darbhanga ...	13 8	13 8	14 0	18 11	18 11	20 8	13 3	13 3	12 0	...	...	...
BHAGALPUR DIVISION. 34	Monghyr ...	13 8	13 0	15 15	...	...	...	11 0	10 10	11 11	...	...	...
35	Bhagalpur ...	12 10	12 0	16 8	18 14	17 12	22 12	13 14	12 10	13 4	...	...	...
36	Purnea (Kasba)	16 0	14 0	17 0	...	...	...	16 0	13 0	16 0	...	...	...
37	Malda (English Bazar).	...	...	18 0	...	...	...	13 0	12 0	15 0	...	...	...
38	Sonthal Parganas.	10 0	10 0	10 0	14 0	14 0	19 0	13 0	13 8	14 0	...	...	...
ORISSA.													
ORISSA DIVISION. 39	Cuttack ...	10 8	9 13	11 13	...	...	...	12 7	11 13	15 12	...	...	...
40	Balasore ...	10 8	11 0	16 0	11 0	11 0	13 0	13 0	12 8	17 0	...	...	...
41	Puri ...	9 8	9 8	12 7	...	...	...	11 13	11 13	17 11	...	...	...
CHOTA NAGPUR.													
CHOTA NAGPUR DIVISION. 42	Hazaribagh ...	11 0	11 0	12 8	16 0	16 0	20 0	10 12	11 8	14 0	...	...	...
43	Ranchi ...	{ 7 0 to 10 0	6 12 to 10 0	7 0 to 12 0 }	10 0	10 0	18 0	10 0	9 10	16 0	..	...	...
44	Palamau ...	9 9	11 4	15 12	...	12 15	23 10	8 7	9 9	14 2	...	...	...
45	Manbhum ...	10 8	10 8	...	12 0	16 0	...	11 8	11 0	15 0	...	16 0	...
46	Singhbhum ...	10 0	10 0	16 0	...	...	...	10 0	10 0	18 0	...	...	...

S. In the subdivisions the retail prices of salt per rupee are :—Brahmanbaria 10 seers ; Chandpur 9 seers.
T. At Feni Hât the retail price of salt is 9 seers per rupee.
U. In the subdivisions the retail prices of salt per rupee are :—Dinapur 10½ seers ; Bihar 9¾ seers ; Barh 10¼ seers.
V. In the subdivisions the retail prices of salt per rupee are :—Buxar 11 seers ; Bhabua 10 seers ; Sassaram 10½ seers.
W. In the subdivisions the retail prices of salt per rupee are :—Siwan 11 seers 1 chitak ; Gopalganj 11 seers 14 chitaks.
X. At Bettiah the retail price of salt is 10½ seers per rupee.
Y. In the subdivisions the retail prices of salt per rupee are :—Hajipur 10 seers ; Sitamarhi 11 seers.
Z. In the subdivisions the retail prices of salt per rupee are :—Samastipur 10 seers ; Madhubani return not received.
a. In the Begusarai and Jamui subdivisions the retail price of salt is 10 seers per rupee.

CALCUTTA,
The 21st August 1900.

SEERS OF 80 TOLAHS.

Bajra or Cumbu. (*Pennisetum typhoideum.*)			Marua or Ragi. (*Eleusine Coracana.*)		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	16 0	...	...
...	...	...	...	...	...
...	...	...	18 0	16 0	20 0
...	...	...	16 0	16 0	...
...	...	...	...	...	...
...	...	...	19 0	22 0	21 0
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	14 0	14 8	24 0
...	...	...	16 0	16 0	28 0
...	...	...	...	13 8	20 4
...	...	...	...	...	...
...	...	...	...	...	...

Kangni or Kakun, Italian millet. (*Setaria Italica.*)			Gram, Chana, Chhola, Kadalay, or Sunaga. (*Cicer arietinum.*)		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
...	...	...	...	...	...
...	...	...	10 0	10 0	12 8
...	...	...	9 14	10 0	12 8
17 0	15 0	16 0	16 0	15 0	18 0
9 8	9 8	14 0	13 8	14 0	19 8
...	...	...	14 0	13 0	19 0 and 20 0
...	...	12 0	15 0	14 0	19 0
...	...	...	15 0	15 0	21 0
...	...	...	14 0	14 0	17 0
...	...	...	14 4	14 8	16 8
...	...	...	15 0	14 6	20 3
...	...	...	13 14	13 4	19 0
...	...	...	16 0	16 0	26 0
...	...	...	15 0	...	25 0
...	...	...	12 0	12 0	15 0
...	...	...	Biri or kalai. 12 7	12 [illegible]	17 1
...	...	...	Chola. 10 8	10 [illegible]	16 0
			Biri. 12 0	12 [illegible]	18 0
...	...	...	13 2	13 2	15 12
...	...	...	12 4	12 8	15 8
...	...	...	10 8	10 8	12 0 to 13 0
...	...	...	9 9	11 4	20 4
...	...	...	12 0	12 0	16 8
...	...	...	10 0	10 0	14 0

Station Bazars of the Districts of Bengal on the 15th August 1900—(concluded).

Indian-corn or Maize (*Zea mays.*)			Arhar or Thur, Cadjan Pea (*Cajanus indicus.*)			Salt			Wholesale prices per maund of 40 seers — Salt			Districts	Number	
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.			
S. Ch.	S. Ch.	S. Ch.	S. Ch	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	Rs. A P	Rs. A. P.	R. A. P.	BENGAL—*concluded.*		
...	...	...	...	...	...	S 10 0	10 0	10 0	3 12 0	3 12 0	3 11 0	Tippera.	24	Chittagong Division.
...	...	...	...	...	...	T 9 0	9 0	9 0	Panga. 4 8 0	4 8 0	4 0 0	Noakhali.	25	
...	...	...	7 13	7 14	9 8	10 0	10 0	10 8	3 14 0	3 14 0	3 8 0	Chittagong.	26	
												BIHAR.		
...	...	27 0	13 0	13 0	13 0	U 11 0	11 0	11 0	Panga. 3 8 0	3 8 0	3 8 0	Patna.	27	Patna Division.
...	...	...	10 0	10 0	13 0	10 0	10 0	10 0	3 12 0	3 13 0	3 12 0	Gaya.	28	
...	...	...	12 0	12 0	12 8	V 10 8	10 0	10 8	3 13 0	4 0 0	3 14 0	Shahabad.	29	
14 8	14 0	20 0	15 0 and 10 0	Pulse. 14 0	12 0	W 10 12	10 8	10 12	3 11 0	3 12 11	3 10 0	Saran.	30	
13 0	13 0	22 0	10 8	11 0	13 8	X 10 0	10 0	10 8	4 0 0	4 0 0	3 13 0	Champaran.	31	
14 8	12 8	16 0	15 0	10 0	14 0	Y 10 0	10 0	11 0	3 13 0	3 13 0	3 8 0	Muzaffarpur.	32	
15 6	15 6	20 0	11 0	11 0	12 0	Z 11 0	11 0	10 4	3 10 0	3 10 0	3 14 6	Darbhanga.	33	
19 8	...	...	13 6	14 0	12 12	a 10 8	10 8	10 0	3 13 0	3 12 0	3 8 6	Monghyr.	34	Bhagalpur Division.
15 4	14 2	19 0	9 1	8 14	12 0	b 10 8	10 0	10 0	Panga. 3 12 0	3 12 0	3 14 0	Bhagalpur.	35	
...	...	...	8 0	8 0	10 8	c 10 8	10 8	10 8	Panga. 3 12 0	3 12 0	3 12 0	Purnea (Kasba)	36	
...	...	...	7 8	...	13 0	d 9 8	10 0	10 0	Panga. 4 0 0	3 12 0	4 0 0	Malda (English Bazar).	37	
						9 8	10 0	10 0	Karkatch. 4 0 0	3 14 0	4 0 0			
13 8	14 4	20 0	13 0	14 0	18 0	e 10 0	10 0	10 0	Karkatch. 4 0 0	4 0 0	4 0 0	Sonthal Parganas.	38	
												ORISSA.		
...	...	...	13 2	13 2	19 11	f 11 0	10 12	10 12	Karkatch. 3 0 0	3 0 0	3 0 0	Cuttack.	39	Orissa Division.
...	...	...	8 0	8 0	10 0	g 11 4	11 0	11 8	Panga. 3 8 0	3 9 0	3 7 0	Balasore.	40	
...	...	...	7 14	6 0	11 2	h 13 2	13 2	13 0	Karkatch. 2 15 0	2 15 0	3 0 0	Puri.	41	
												CHOTA NAGPUR.		
13 4	12 0	22 0	8 0	8 0	16 0	9 0	9 0	9 0	Panga. 4 7 0	4 7 0	4 7 0	Hazaribagh.	42	Chota Nagpur Division.
...	...	...	6 8	6 8	8 0 to 9 0	9 0	9 0	9 0	Panga. 4 7 0	4 7 0	4 2 0	Ranchi.	43	
...	...	19 2	...	10 2	15 12	8 7	8 7	8 11½	Panga. ...	...	...	Palamau.	44	
...	...	...	9 0	8 8	13 0	i 10 8	10 0	10 8	Panga. 3 10 0	3 10 6	3 10 0	Manbhum.	45	
...	...	...	10 0	10 0	12 0	9 0	7 0	7 0	4 4 0	4 4 0	4 4 0	Singhbhum.	46	

b. In the subdivisions the retail prices of salt per rupee are :—Banka 10 seers ; Madhipura 9 seers ; Supaul 10½ seers.
c. In the Kishanganj and Araria subdivisions the retail price of salt is 9 seers per rupee.
d. At Balia Nawabganj the retail price of salt is 10 seers per rupee.
e. In the subdivisions the retail prices of salt per rupee are :—Deoghur 10½ seers (panga) ; Godda 9 seers ; Jamtara 11 seers (crushed) ; Pakaur 11 seers ; (karkatch) ; Rajmahal return not received.
f. In the Jajpur and Kendrapara subdivisions the retail price of salt (panga) is 10 seers per rupee.
g. At Bhadrak the retail price of salt is 10½ seers per rupee.
h. At Khurda the retail price of salt is 12 seers per rupee.
i. At Gobindpur the retail price of salt is 10½ seers per rupee.

Published for general information.

F. A. SLACKE,
Secretary to the Govt. of Bengal.

PRICES-CURRENT (wholesale) of Food-grains, Firewood, &c.,

Number.	Marts	Rice (best sort).			Common rice (*mota chaul*).			Wheat (*Triticum sativum*).			Barley (*Hordeum vulgare*).		
		Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
1	Calcutta ...	5 0 0	4 12 0	5 0 0	3 8 0	3 8 0	3 4 0	3 12 0	3 12 0	3 0 0	2 6 0	2 6 0	2 0
2	Burdwan ...	4 6 0	4 0 0	3 2 0	3 4 0	3 4 0	2 14 0	3 5 0	3 5 0	2 1 0	...	...	...
3	Midnapore ...	4 0 0	3 8 0 to 3 12 0	3 6 0	3 6 0	3 0 0	2 8 0	...	...	...	...	...	...
4	Pabna ...	6 8 0	6 8 0	5 11 3	Aus. 2 13 0	2 15 3	2 2 0	2 13 3	2 10 6	2 2 0	...	...	...
5	Rangpur ...	4 6 0	4 8 0	4 4 0	3 6 0	3 8 0	2 8 0	4 0 0	4 0 0	2 12 0	...	...	...
6	Dacca ...	3 10 0	3 9 0	3 2 0	3 0 0	3 0 0	2 0 0	3 12 0	3 10 0	2 8 0	2 4 0	2 4 0	0 12
7	Chittagong ...	...	...	3 4 0	3 2 0	3 4 0	2 10 0	...	...	...	...	...	...
8	Patna ...	3 12 0	3 12 0	3 6 6	2 11 0	2 14 0	2 13 0	2 10 0	2 12 0	2 8 0	2 5 0	2 5 0	2 5
9	Muzaffarpur ...	5 0 0	5 0 0	5 0 0	3 5 3	3 7 6	3 1 3	3 9 3	3 5 3	2 10 6	2 8 0	2 8 0	2 0
10	Bhagalpur ...	3 15 0	4 0 0	3 14 6	2 13 0	3 2 9	3 0 3	3 2 0	3 5 3	2 6 9	2 4 0	2 4 0	1 12
11	Cuttack ...	3 10 0	3 10 0	3 6 3	2 14 6	2 14 6	2 5 6	3 9 0	3 12 0	3 2 6	...	...	...
12	Ranchi ...	5 0 0	5 0 0	4 0 0	4 0 6	4 1 0	2 8 0	4 0 0 to 5 11 6	4 0 0 to 5 14 9	3 5 3 to 5 11 0	4 0 0	4 0 0	2 3

CALCUTTA,
The 21st August 1900.

Juar or cholum (*Sorghum vulgare*).			Bajra or cumbu (*Pennisetum typhoideum*).			Marua or ragi (*Eleusine corocana*).			Gram, Chana, Chola, Kadalay, or Sunaga (*Cicer arietinum*).		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
15	16	17	18	19	20	21	22	23	24	25	26
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
...	...	2 0 0	5 8 0	5 8 0	2 12 0	...	...	...	3 0 0	3 4 0	2 4 0
...	...	...	...	...	...	...	...	...	3 4 0	3 4 0	2 4 0
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	3 5 0	3 3 3	1 10 3
...	...	...	...	...	...	...	...	...	3 8 0	3 5 0	1 10 0
...	...	...	...	...	...	...	...	...	3 6 0	3 4 0	2 7 0
...	...	...	...	...	...	...	...	...	3 14 0	4 0 0	2 12 0
...	...	1 12 0	...	...	...	...	...	...	2 7 0	2 10 0	2 1 6
...	...	...	...	...	...	...	...	...	2 12 0	2 12 0	2 3 6
...	...	...	...	...	...	...	...	...	2 14 0	3 0 0	2 1 9
...	...	...	...	...	...	...	...	...	3 0 0	Biri or kalai. 3 0 0	2 2 6
...	...	...	...	...	...	...	...	...	3 13 0	3 13 0	3 1 0 to 3 5 3

PRICES PER MAUND OF

Indian-corn or maize (*Zea mays*).			Arhar dal or Thur — Cadjan Pea (*Cajanus indicus*).			Linseed.			Mustard and Rapeseed.		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
27	28	29	30	31	32	33	34	35	36	37	38
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
...	...	...	4 4 0	4 4 0	3 4 0	5 12 0	6 12 0	4 4 0	5 4 0	6 0 0	4 0 0
...	...	...	5 0 0	5 6 0	3 12 0	...	...	...	6 0 0	6 0 0	4 1 0
...	...	...	...	...	...	6 0 0	6 0 0	4 0 0	Black mustard. 5 12 0 Rape seed. 6 0 0	5 10 0 6 4 0	4 8 0 3 4 0
...	...	...	4 7 0	4 6 0	3 2 0	6 2 0	6 4 0	3 7 0	5 8 0	5 8 0	3 8 0
2 10 0	2 10 0	1 8 0	5 10 0	5 5 0	4 0 0	...	...	...	6 8 0	6 4 0	3 8 0
...	...	...	4 8 0	4 8 0	3 8 0	...	...	...	...	...	...
...	...	...	5 12 0	5 4 0	3 14 0	...	...	...	6 0 0	5 12 0	3 12 0
...	...	1 7 0	3 0 0	3 0 0	3 0 0	4 14 0	5 10 0	3 4 0	5 10 0	5 10 0	4 0 0
2 10 6	3 1 3	2 5 6	2 9 3	3 10 0	2 5 6	...	...	...	...	...	...
2 10 0	2 13 0	2 1 9	4 5 0	4 8 0	3 5 3	5 0 0	5 12 0	4 0 0	5 15 0	6 4 0	4 4 0
...	...	...	2 13 0	2 13 0	1 14 6	...	...	...	6 6 0	4 10 0	3 12 0
...	...	...	5 6 6	5 6 6	4 7 0 to 5 0 0	...	5 0 0	3 1 0	6 10 6	6 10 6	3 10 0 to 4 9 0

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40 STANDARD SEERS.

Til or jinjili seed.			Sugar (raw).			Cotton, cleaned.			Jute.		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
39	40	41	42	43	44	45	46	47	48	49	50
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
4 8 0	4 12 0	4 0 0	5 0 0	5 0 0	4 10 0	18 0 0	18 0 0	16 0 0	6 0 0	5 4 0	4 12 0
...	...	...	6 0 0	5 8 0	6 0 0	23 0 0	22 0 0	12 8 0	...	...	...
...	...	...	4 12 0 to 5 0 0	4 8 0 to 4 12 0	5 0 0	18 0 0 to 20 0 0	18 0 0 to 20 0 0	18 0 0	...	...	...
...	...	...	4 12 0	4 10 0	4 2 0	20 0 0	20 0 0	18 0 0	4 15 0	5 5 0	4 8 0
...	...	...	6 12 0	6 8 0	5 0 0	...	...	...	4 10 0	6 4 0	4 0 0
...	...	...	6 0 0	6 0 0	5 8 0	...	...	...	5 8 0	5 8 0	4 0 0
...	...	...	5 8 0	5 4 0	5 4 0	17 0 0	17 0 0	11 8 0	...	...	...
6 0 0	6 0 0	4 0 0	5 8 0	5 8 0	3 12 0	18 0 0	18 0 0	12 0 0	6 0 0	6 0 0	5 0 0
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	6 4 0	5 12 0	4 8 0	22 0 0	20 0 0	14 0 0	...	...	...
5 6 0	4 5 6	3 10 0	4 8 0	4 5 0	4 12 0	22 0 0	17 0 0	24 8 0	...	...	...
...	...	...	7 4 3 to 0 0	6 10 6	4 11 0 to 5 15 0	22 12 0	22 12 0	16 0 0	...	...	...

Ghi (clarified butter).			Tobacco leaf.			Hides (cow).			Grass.		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
51	52	53	54	55	56	57	58	59	60	61	62
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
40 8 0	37 8 0	32 0 0	7 0 0	7 0 0	6 0 0	250 0 0	250 0 0	250 0 0	1 13 0	1 6 10	0 12 3
						Per 100 pieces—					
40 0 0	37 0 0	33 0 0	...	...	...	...	...	...	...	...	...
			Madhakhali.			Uncleaned hide per piece.					
38 0 0 to 39 0 0	38 0 0 to 39 0 0	32 0 0 to 33 8 0	7 8 0	7 8 0	6 12 0	0 8 0 to 2 0 0	0 8 0 to 2 0 0	0 14 0 to 2 4 0	...	...	...
			Pulta.			Cleaned hide per piece.					
			10 0 0	10 8 0	7 8 0	0 12 0 to 2 4 0	0 12 0 to 2 4 0	1 2 0 to 2 6 0			
52 0 0	50 0 0	50 0 0	10 8 0	10 0 0	8 0 0	...	...	...	...	...	...
40 8 0	40 0 0	36 0 0	5 8 0	5 12 0	8 0 0	...	...	...	0 2 6	0 2 6	0 2 6
40 0 0	40 0 0	42 0 0	10 0 0	10 0 0	7 0 0	25 0 0	25 0 0	25 0 0	0 4 0	0 4 0	0 4 0
						per maund.					
42 0 0	41 0 0	45 0 0	13 0 0	12 8 0	11 0 0	18 0 0	18 0 0	18 0 0	...	...	...
						per maund.					
31 0 0	31 0 0	30 0 0	8 0 0	3 0 0	3 0 0	...	...	...	0 5 0	0 5 0	0 5 0
33 10 0	35 8 0	30 7 6	13 5 3	13 5 3	10 0 0	...	...	...	...	...	...
40 0 0	40 0 0	35 0 0	10 0 0	8 0 0	4 0 0	...	...	...	...	...	...
34 8 0	36 0 0	31 0 0	4 4 0	4 4 0	4 4 0	25 0 0	25 0 0	25 0 0	0 9 6	0 9 6	0 8 11
						per maund.					
32 0 0 to 37 3 10	34 0 0 to 40 0 0	30 7 6 to 36 0 0	8 0 0 to 13 0 0	8 0 0 to 13 0 0	8 0 0 to 13 0 0	1 0 0	1 0 0	1 0 0	0 2 8	0 3 3	0 3 3
						per piece.					

in the undermentioned Marts of Bengal on the 15th August 1900.

Straw.			Juar stalks.			Prices per maund of 40 standard seers. Iron.			Firewood.			Salt.			Marts.
Present return	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	
63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
Rs. A. P.	Rs. A. P.	Rs. A. P.				Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P	Rs. A. P.	
0 12 0	0 10 0	0 9 0	...	...	...	5 4 0	5 4 0	5 4 0	0 8 0	0 8 0	0 7 0	3 6 0	Panga. 3 6 0	3 6 0	1. Calcutta.
0 8 0	0 8 0	0 4 0	...	...	...	...	...	...	0 9 0	0 9 0	0 8 0	3 8 0	Crushed. 3 5 0	3 3 0	2. Burdwan.
0 3 0	0 3 6	0 4 0	...	...	...	4 8 0 to 4 12 0	4 8 0 to 4 12 0	4 0 0 to 4 8 0	0 4 0	0 4 0	0 8	3 8 0	Panga. 3 9 0	3 8 0	3. Midnapore.
1 0 0	1 2 0	0 12 0	...	...	...	7 0 0	7 0 0	7 8 0	0 6 0	0 6 0	0 4	3 13 0	Panga. 3 14 0	3 14 0	4. Pabna.
0 7 0	0 7 0	0 7 0	...	...	...	6 8 0	6 8 0	7 0 0	0 5 0	0 5	0 5 0	3 12 0	Panga. 3 12 0	4 0 0	5. Rangpur.
...	...	...	...	...	...	5 8 0	5 8 0	5 0 0	0 5 0	0 5 0	0 5 0	3 11 0	3 11 0	3 9 0	6. Dacca.
...	...	...	...	...	...	7 4 0	7 4 0	5 4 0	...	...	...	3 14 0	3 14 0	3 8 0	7. Chittagong.
...	...	...	...	11·13 13·46		4 0 0	4 0 0	3 0 0	0 5 0	0 5 0	0 6 6	3 8 0	Panga. 3 8 0	3 8 0	8. Patna.
...		...	...	...	...	6 10 6	6 10 6	6 10 6	0 4 0	0 4 0	0 4 0	3 13 0	Panga. 3 13 0	3 8 0	9. Muzaffarpur.
...	...	...	...	...	...	8 0 0	7 0 0	5 8 0	0 5 9	0 5 9	0 6 0	3 12 0	Panga. 3 12 0	3 12 0	10. Bhagalpur.
0 8 6	0 8 0	0 8 6	...	...	...	4 4 0	4 4 0	4 8 0	0 4 6	0 4 6	0 4 0	3 0 0	Karkatch. 3 0 0	3 0 0	11. Cuttack.
	No fixed rate.		...	...	...	6 10 6	6 10 6	5 0 0	0 4 0	0 4 0	0 4 0	4 7 0	Panga. 4 7 0	4 2 0	12. Ranchi.

F. A. SLACKE,
Secretary to the Govt. of Bengal.

Meteorological Report of the Province of

Meteorological Division.	Division.	District.	Representative stations.	Station observations. Air Pressure. Highest, 8 A.M., barometer reading.	Lowest 8 A.M., barometer reading.	Mean, 8 A.M., reduced to 32°.	Mean reduced to sea-level and constant gravity, Lat. 45°.	Variation from normal mean.	Wind. Mean direction at 8 A.M.	Mean velocity in miles daily.	Temperature. Highest month.	Lowest of month.	Mean daily maximum temperature.	Mean daily minimum temperature.	Mean daily temperature.	Variation from normal mean.
South-West Bengal.	Burdwan	Burdwan	Burdwan	29·682	29·304	29·515	29·569	+·025	S21°E	94	98·4	76·8	91·1	79·9	85·5	+0·7
			Raniganj	29·418	29·071	29·256	29·537	—	S48°E	34	100·2	73·9	91·8	78·9	85·4	+1·3
		Birbhum	.....													
		Bankura	Bankura	29·444	29·076	29·274	29·521	—	S58°E	94	100·6	74·6	91·5	78·8	85·1	+1·3
		Midnapore	Midnapore	29·631	29·243	29·459	29·554	+·014	S25°E	73	100·3	76·1	91·3	79·0	85·1	+1·2
		Hooghly	.....													
		Howrah	.....													
	Presidency	24-Parganas	Saugor Island	29·764	29·297	29·585	29·554	+·020	S4°E	374	91·9	78·1	88·9	80·9	84·9	+0·8
		Calcutta	Calcutta	29·767	29·347	29·596	29·563	+·025	S5°E	122	96·9	75·2	89·7	79·2	84·5	+1·3
		Nadia	Krishnagar	29·748	29·361	29·575	29·570	—	S30°E	118	96·2	76·2	90·4	79·2	84·8	+0·9
		Murshidabad	Berhampore	29·717	29·359	29·546	29·561	+·017	S28°E	70	93·3	75·8	90·0	79·0	84·5	+0·5
		Jessore	Jessore	29·760	29·382	29·596	29·576	+·020	S25°E	62	95·5	74·7	89·0	79·1	84·1	−0·2
		Khulna	.....													
North Bengal.	Rajshahi	Rajshahi	Rampur Boalia	29·679	29·347	29·514	29·533	−·009	S27°E	96	92·1	75·6	88·7	79·0	83·8	+0·3
		Dinajpur	Dinajpur	29·644	29·364	29·489	29·566	+·006	S58°E	144	94·3	74·4	88·4	77·8	83·0	−0·9
		Jalpaiguri	Jalpaiguri	29·510	29·254	29·361	29·602	+·026	S83°E	42	94·4	74·1	86·9	77·0	82·0	−0·5
		Darjeeling	Darjeeling	23·037	22·828	22·923	—	+·046	S75°E	71	69·2	56·1	66·6	57·0	62·0	−0·2
		Cooch Behar	Cooch Behar	29·635	29·379	29·491	29·602	—	S69°E	43	95·4	74·6	87·0	78·0	82·6	—
		Rangpur	Rangpur	29·660	29·384	29·511	29·588	+·023	S47°E	?	95·2	70·8	87·9	75·1	81·5	−2·3
		Bogra	Bogra	29·733	29·430	29·572	29·585	—	—	—	92·2	74·7	87·9	78·1	83·0	−0·4
		Pabna	Sirajganj	29·739	29·423	29·574	29·572	+·008	S45°E	71	90·3	74·2	86·8	78·1	82·5	−0·7
East Bengal.	Dacca	Dacca	Narayanganj	29·775	29·463	29·623	29·598	+·021	S40°E	201	91·1	75·7	87·6	78·8	83·2	−0·6
		Mymensingh	Mymensingh	29·735	29·460	29·590	29·600	+·016	[illegible]	36	91·7	74·1	85·6	78·0	81·8	−1·0
		Faridpur	Faridpur	29·757	29·430	29·604	29·597	+·012	[illegible]	72	91·8	75·4	88·0	78·3	83·2	+0·3
		Backergunge	Barisal	29·799	29·455	29·643	29·601	+·030	S25°E	118	92·3	75·1	87·7	78·4	83·1	+0·7
	Chittagong	Tippera	Comilla	29·782	29·477	29·636	29·620	—	S50°E	196	93·3	73·8	87·8	77·1	82·5	+0·5
		Noakhali	Noakhali	29·772	29·476	29·625	29·615	—	S30°E	138	91·2	71·3	86·9	76·0	81·4	+0·2
		Chittagong	Chittagong	29·741	29·474	29·609	29·643	+·027	S36°E	198	91·5	73·6	86·1	76·6	81·4	+0·4
		Chittagong Hill Tracts	.....													
Bihar.	Patna	Patna	Bankipore	29·583	29·270	29·409	29·543	+·012	N84°E	165	95·0	74·2	90·4	79·1	84·7	−0·3
		Gaya	Gaya	29·388	29·017	29·204	29·530	+·004	S27°E	143	105·2	74·8	94·3	80·1	87·3	+2·2
		Shahabad	Deori	29·404	29·032	29·220	29·522	+·006	S38°E	139	107·9	74·0	92·5	80·1	86·3	+1·9
			Buxar	29·523	29·151	29·331	29·523	+·010	S74°E	108	103·5	72·6	90·7	78·9	84·8	+0·7
			Arrah	29·561	29·221	29·382	29·523	—	S58°E	62	101·0	73·0	91·4	79·7	85·6	+0·8
		Saran	Chapra	29·578	29·257	29·403	29·537	—	S81°E	93	98·3	74·1	91·2	79·4	85·3	+0·4
		Champaran	Motihari	29·546	29·249	29·376	29·557	—	S83°E	129	92·0	71·8	88·1	77·6	82·9	−1·5
		Muzaffarpur	Muzaffarpur	29·590	29·298	29·423	29·553	—	S72°E	57	92·7	71·7	89·0	78·2	83·5	—
		Darbhanga	Darbhanga	29·600	29·308	29·435	29·553	+·016	S76°E	81	93·3	73·5	88·5	79·2	83·8	−0·7
	Bhagalpur	Monghyr	.....													
		Bhagalpur	Bhagalpur	29·601	29·286	29·439	29·551	+·037	S50°E	80	92·7	74·6	89·3	78·7	84·0	−0·2
		Purnea	Purnea	29·665	29·365	29·499	29·365	+·032	N24°E	106	93·2	73·2	88·6	78·2	83·4	−1·0
		Malda	Malda	29·712	29·386	29·532	29·556	—	S50°E	74	93·1	75·0	89·1	78·7	83·9	−0·6
		Sonthal Parganas	Naya Dumka	29·278	28·941	29·112	29·556	+·028	S45°E	48	94·5	71·3	89·0	76·8	82·9	−0·2
Orissa.	Orissa	Cuttack	Cuttack	29·711	29·370	29·538	29·560	+·017	S54°W	67	101·4	77·2	92·4	79·7	86·1	+1·9
			False Point	29·773	29·398	29·595	29·558	+·006	S60°W	251	96·5	76·1	88·1	79·2	83·7	+0·7
		Balasore	Balasore	29·759	29·351	29·568	29·561	+·040	S42°W	114	99·0	75·7	89·8	78·8	84·3	+1·0
			Shortt's Island													
		Puri	Puri	29·781	29·415	29·604	29·566	—	S65°W	248	95·7	74·6	89·4	80·4	84·9	—
			Gopalpur	29·778	29·445	29·602	29·563	—	S50°W	352	95·8	75·6	88·6	79·6	84·2	—
Chota Nagpur.	Chota Nagpur	Hazaribagh	Hazaribagh	27·772	27·456	27·611	29·549	+·013	S14°E	178	97·2	73·3	89·4	75·5	81·0	+2·0
		Ranchi	Ranchi	27·653	27·333	27·490	29·546	+·018	S22°W	209	98·2	71·9	85·9	74·5	80·2	+2·1
		Palamau	Daltonganj	29·031	28·669	28·841	29·521	—	?	115	107·1	72·0	93·1	77·4	85·3	—
		Manbhum	Purulia	28·951	28·623	28·791	29·547	—	S21°E	27	100·1	76·9	90·8	78·8	84·8	—
		Singhbhum	Chaibassa	28·998	28·656	28·828	29·532	—	S45°W	44	94·1	76·0	90·1	78·6	84·4	+1·1
Assam.	.....	Sibsagar	Sibsagar	29·478	29·248	29·343	29·631	+·002	N27°E	114	92·7	77·0	90·8	78·4	83·2	−1·3
		Goalpara	Dhubri	29·673	29·397	29·524	29·594	+·017	S63°E	81	90·2	74·8	84·0	77·5	80·8	−2·3
		Cachar	Silchar	29·741	29·481	29·595	29·651	+·028	N63°E	45	98·1	75·3	89·6	77·1	83·4	−0·2

Bengal for the month of July 1900.

Humidity.		Cloud.			District observations.										
					Rainfall—										
					Of month.					Since 16th May 1900.					
Mean, 8 A.M.	Variation from normal mean.	Mean cloud amount, 8 A.M.	Variation from normal mean, 8 A.M.	Rainfall.	Mean of district.	Normal mean.	Variation from mean.	Number of rainy days.	Normal mean number of rainy days.	Mean of district.	Normal mean.	Variation.	Mean number of rainy days.	Normal mean number of rainy days.	District.
87	+2	8·8	+0·3	7·79	7·14	12·01	−4·87	11·60	15·70	18·43	24·15	−5·72	25·60	30·55	Burdwan.
88	—	6·0	—	6·04											
					9·50	12·71	−3·21	14·75	16·55	19·13	26·18	−7·05	25·75	32·05	Birbhum.
86	—	7·4	—	5·01	5·69	12·67	−6·98	10·50	16·03	14·14	26·26	−12·12	22·10	31·15	Bankura.
86	—	4·7	—	15·57	9·40	12·42	−3·02	13·50	15·00	21·06	25·33	−4·27	26·66	29·75	Midnapore.
					6·79	12·02	−5·23	14·00	16·38	17·94	24·51	−6·57	27·60	32·12	Hooghly.
					4·56	11·96	−7·00	13·50	17·34	16·71	21·92	−8·21	30·60	33·45	Howrah.
89	−1	8·5	+0·2	16·39	12·22	12·53	−0·31	14·57	16·63	25·80	26·08	−0·28	29·72	33·13	24-Parganas.
89	+2	8·8	−0·9	8·68	8·68	12·46	−3·78	16·00	18·04	20·59	26·22	−5·63	33·00	34·49	Calcutta.
87	—	7·7	—	8·67	7·89	10·50	−2·61	14·60	15·60	20·73	23·83	−3·10	30·20	32·63	Nadia.
89	+3	8·9	−0·3	16·81	13·70	11·11	+2·59	17·13	15·67	23·92	24·09	−0·17	30·63	31·73	Murshidabad.
90	−1	8·9	−0·3	10·17	11·63	10·41	+1·22	17·20	15·91	27·26	25·36	+1·90	35·00	34·07	Jessore.
					15·03	12·82	+2·21	19·33	18·92	32·75	28·73	+4·02	38·33	38·12	Khulna.
89	—	8·9	—	12·90	12·94	11·72	+1·22	16·67	15·35	26·61	25·34	+1·27	32·84	31·29	Rajshahi.
90	—	8·8	—	21·06	19·00	13·93	+5·07	19·25	16·29	42·63	30·31	+12·32	37·50	33·04	Dinajpur.
93	—	4·1	—	35·13	27·78	28·08	−0·30	20·75	18·82	53·05	61·51	−8·46	43·00	43·26	Jalpaiguri.
96	+2	8·8	0	32·79	37·04	35·47	+1·57	25·75	24·12	63·82	69·98	−6·16	52·25	52·15	Darjeeling.
92	—	8·5	—	27·36	26·96	24·03	+2·93	21·75	18·13	56·74	62·23	−5·49	45·50	45·21	Cooch Behar.
90	—	7·4	—	22·58	23·13	15·23	+7·90	19·20	14·28	54·89	41·70	+11·19	41·60	35·54	Rangpur.
90	—	8·3	—	19·35	19·54	12·57	+6·97	17·00	15·70	41·20	29·98	+11·22	33·00	34·39	Bogra.
93	—	8·9	—	13·82	13·52	11·13	+2·39	16·00	15·35	31·35	26·46	+4·89	31·00	33·91	Pabna.
90	+1	8·9	+1·0	11·89	13·23	13·46	−0·23	17·20	17·76	28·97	31·39	−2·42	38·20	38·36	Dacca.
92	—	8·4	—	30·86	23·20	16·17	+7·03	20·88	16·83	50·32	40·88	+9·44	41·26	38·45	Mymensingh.
92	—	7·7	—	14·48	11·71	11·85	−0·14	16·67	16·54	24·19	28·59	−4·40	34·33	35·88	Faridpur.
91	—	8·3	—	21·49	20·51	18·65	+1·86	21·00	20·59	41·55	39·27	+2·28	41·17	41·73	Backergunge.
85	—	8·0	—	23·79	19·92	12·97	+6·95	21·13	15·55	40·65	32·34	+8·31	42·29	35·50	Tippera.
91	—	7·6	—	27·09	25·64	24·66	+0·98	19·50	21·10	62·36	51·99	+10·37	45·55	43·64	Noakhali.
87	−1	8·4	+0·5	18·87	20·23	28·38	−8·15	18·60	21·49	53·98	57·78	−3·80	42·80	44·88	Chittagong.
					11·48	18·58	−7·10	23·00	22·98	34·58	42·06	−7·48	49·00	47·85	Chittagong Hill Tracts.
90	+8	8·5	+0·2	14·69	8·85	12·20	−3·35	14·33	14·44	19·25	20·56	−1·31	17·16	23·50	Patna.
80	0	7·5	−1·5	4·91	6·87	12·11	−5·24	11·88	13·91	14·79	18·76	−3·97	18·15	22·23	Gaya.
80	—	7·6	—	5·85											
85	—	7·6	—	10·42	9·12	11·69	−2·57	11·67	13·75	13·16	17·73	−4·57	16·67	22·06	Shahabad.
88	—	6·7	—	15·78											
89	—	8·2	—	9·28	10·30	12·14	−1·84	13·67	13·85	17·39	20·08	−2·69	22·01	23·35	Saran.
94	—	5·5	—	11·60	11·28	13·76	−2·48	17·00	13·45	19·08	25·56	−6·48	26·50	25·68	Champaran.
91	—	5·6	—	12·58	12·45	12·39	+0·06	13·00	12·54	22·12	21·26	+0·86	19·17	22·46	Muzaffarpur.
90	+6	7·8	+1·2	12·16	12·70	12·47	+0·23	16·00	13·77	23·57	21·34	+2·23	23·00	23·99	Darbhanga.
					13·61	13·22	+0·39	15·20	13·89	25·78	21·90	+3·88	23·00	23·04	Monghyr.
91	—	9·2	—	16·93	16·15	13·12	+3·03	17·33	15·45	35·17	23·94	+11·23	29·83	27·51	Bhagalpur.
93	+5	7·9	+0·4	21·06	25·41	17·72	+7·69	19·60	17·26	48·11	34·56	+13·55	37·00	33·26	Purnea.
92	—	8·0	—	11·44	14·62	13·40	+1·22	16·00	16·40	32·11	26·26	+5·85	33·50	31·32	Malda.
88	—	9·1	—	15·26	13·22	13·17	+0·05	18·29	17·02	24·83	24·27	+0·56	31·29	31·03	Sonthal Parganas.
84	+3	7·9	+0·3	8·22	12·71	11·77	+0·94	13·89	14·47	20·64	25·01	−4·37	24·65	27·61	Cuttack.
88	0	9·1	+0·9	16·70											
85	—	6·8	—	10·70	13·13	12·09	+1·04	13·71	14·51	25·02	24·36	+0·66	26·86	28·79	Balasore.
															Shortt's Island.
85	—	6·1	—	6·98	7·72	10·94	−3·22	9·80	13·24	15·94	21·76	−5·82	18·40	24·72	Puri.
86	—	2·8	—	3·98											
82	−4	9·9	+0·6	5·56	8·30	14·36	−6·06	13·00	16·96	17·32	23·58	−6·26	22·17	28·79	Hazaribagh.
86	—	9·0	—	7·24	9·02	13·63	−4·61	15·33	17·27	18·31	23·34	−5·03	26·66	29·91	Ranchi.
85	—	4·7	—	6·79	8·39	14·15	−5·76	14·00	16·41	15·75	21·55	−5·80	21·00	25·53	Palamau.
84	—	6·2	—	4·18	6·98	13·37	−6·39	12·50	16·34	15·46	24·44	−8·98	22·67	29·83	Manbhum.
84	—	5·3	—	8·56	9·93	13·37	−3·44	13·00	15·46	19·48	25·16	−5·68	26·50	30·21	Singhbhum.
94	+3	9·3	+0·1	12·56											Sibsagar.
93	+5	8·6	+2·3	23·14											Goalpara.
91	+5	9·0	+0·8	20·45											Cachar.

Table of Rainfall recorded at stations

Meteorological Division.	Division.	District.	Station.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
South-West Bengal.	Burdwan.	Burdwan	Kalna	...	...	0·05	...	...	0·25	0·04	...	0·05	0·43	...	0·21	0·25	0·05	...	...	1·38	0·09	0·09	0·21
			Burdwan	...	...	0·39	0·06	...	0·55	...	0·17	0·36	0·10	0·06	0·57	0·12	0·33	0·02	0·02	...	0·08	0·11	0·04
			Katwa	...	...	...	0·38	...	...	0·35	...	0·13	...	0·35	1·38	0·03	0·15	...	0·91	1·06	0·04	0·38	0·90
			Raniganj	...	...	...	...	0·51	0·01	0·28	0·01	...	0·61	0·06	0·05	0·01	0·23	0·09	...	1·02	0·18	0·01	0·14
			Mankur	...	...	...	...	...	...	...	...	...	0·95	...	0·21	...	0·61	...	...	...	0·25	...	...
		Birbhum	Suri	...	...	...	0·20	...	0·08	0·17	0·16	0·50	1·22	0·16	0·07	1·00	0·14	0·10	0·48	0·02	2·90	0·02	0·06
			Hetampur	...	...	...	0·27	0·16	1·13	0·75	0·73	...	0·69	1·16	0·09	0·45	0·52	...	0·59	0·40	0·84	0·02	0·09
			Rampur Hât	...	...	...	1·20	...	0·67	...	0·05	0·07	0·87	0·63	0·30	0·54	...	0·42	0·69	0·21	2·29	...	1·11
			Bolpur	...	...	0·30	...	...	...	...	0·15	...	0·30	0·20	1·16	0·02	0·11	...	0·13	0·50	...	...	0·25
			Murari	...	...	0·02	1·43	0·30	1·26	2·05	0·03	0·54	1·02	0·83	0·46	2·32	0·52	1·23	0·05	0·23	3·00	0·13	1·43
			Labpur	...	...	...	0·62	...	0·19	0·36	0·20	0·10	0·28	0·48	0·07	0·09	0·08	0·09	0·37	0·12	3·18	0·90	...
		Bankura	Bankura	...	...	0·06	...	0·36	0·30	0·12	...	0·29	0·60	...	0·26	0·11	0·19	...	...	1·06	...	...	0·08
			Vishnupur	...	...	...	...	0·74	0·05	0·31	...	0·03	...	0·74	0·13	0·32	0·25	0·01	...	...	...	...	0·48
			Maliara	...	...	...	...	0·17	...	...	0·63	...	0·30	0·23	0·02	0·03	0·62	...	0·06	0·11	0·07	...	...
			Khatra	...	...	...	...	...	...	...	...	0·20	0·48	0·13	0·32	...	0·44	...	...	0·46	0·06	...	0·20
			Indas	...	...	0·09	...	...	1·32	...	...	0·09	0·93	0·74	0·29	0·49	0·17	0·04	...	0·03	0·12	...	0·28
			Kotalpur	...	...	...	...	...	...	...	...	...	2·19	...	...	...	0·40	0·11	0·47	...	...	0·30	0·25
			Onda	...	...	...	...	0·09	...	...	...	0·40	...	1·58	...	0·20	...	...	...	...	...	...	...
			Gangajalghati	...	...	...	...	0·33	0·83	0·07	...	0·29	0·43	...	...	...	0·09	...	...	1·42	...	...	0·13
			Raipur	...	...	...	...	...	0·48	...	...	0·38	0·59	0·49	0·80	0·18	0·35	...	...	0·16	0·14	0·69	...
			Sonamukhi	...	...	...	...	0·28	...	0·15	...	0·25	0·16	1·15	...	...	0·16	0·16	...	0·26	...	0·45	0·16
		Midnapore	Contai	...	...	0·17	0·04	0·15	0·40	0·05	0·17	0·07	0·16	0·40	...	0·62	0·30	0·23	0·10	1·12	2·87	0·04	...
			Tamluk	...	...	...	...	0·07	...	0·04	0·41	0·15	...	...	...	0·41	0·04	0·04	0·05	0·12	0·61	...	0·02
			Midnapore	...	...	...	...	0·03	...	1·03	0·60	1·25	...	...	4·50	0·11	0·65	...	...	0·45	0·08	1·32	...
			Jhatal	...	...	...	...	0·01	...	0·49	0·77	0·14	0·19	0·40	...	0·27	0·02	...	...	...	0·07	...	2·06
			Kukrahaty	...	...	...	...	0·72	...	...	...	1·34	...	1·42	...	0·19	0·63	1·85	0·21	0·15	0·08	...	...
			Garhbeta	...	...	...	...	1·95	0·30	...	0·32	0·22	0·35	0·12	0·18	0·07	0·30	0·12	0·41	0·35	0·03	0·07	...
			Panskura	...	...	...	...	0·40	...	0·03	0·12	0·10	...	...	0·19	0·05	0·05	0·03	0·01	0·09	0·32	...	0·05
			Dantan	...	...	0·12	...	...	...	0·38	0·98	...	0·04	...	...	2·14	0·55	...	...	0·15	0·14	...	...
		Hooghly	Serampore	...	...	0·43	0·21	0·88	...	0·34	0·90	0·12	0·43	0·28	0·40	0·17	0·22	1·11	...	0·61	...	0·17	0·54
			Hooghly	...	...	0·25	...	...	...	0·33	0·38	...	...	...	0·44	...	0·12	0·18	0·01	...	1·43	...	0·92
			Arambagh (Jahanabad).	...	...	0·03	...	...	...	0·12	0·29	0·31	0·43	...	...	...	0·21	...	...	0·14	0·08	0·09	0·41
		Howrah	Howrah	...	...	0·13	0·15	0·52	0·03	0·20	0·25	0·16	0·32	...	0·26	0·46	0·16	0·57	0·13	0·63	0·49	...	1·40
			Mohesreka	...	...	...	0·03	0·05	...	0·09	0·07	0·12	0·05	0·43	0·15	0·09	...	0·02	0·06	0·18	0·93	...	0·15
			Ulubaria	...	...	0·87	0·05	0·03	0·02	0·10	0·40	0·03	...	0·42	0·10	0·22	0·10	0·25	0·04	1·30	0·34	0·42	1·00
	Presidency.	24-Parganas	Saugor Island	...	...	...	1·56	0·07	0·08	0·09	0·06	0·04	0·03	2·81	0·03	0·98	1·01	1·82	0·67	1·97	3·30	0·11	0·04
			Diamond Harbour.	...	...	...	...	1·40	...	0·20	0·50	0·25	1·40	0·75	0·40	0·70	3·52	2·35	1·50	0·47	1·27	0·40	...
			Budge-Budge	...	...	...	1·05	0·60	...	0·38	0·21	0·22	0·47	0·02	0·17	0·08	0·20	0·85	0·05	0·18	0·40	0·02	1·49
			Canning Town	...	...	...	2·10	1·99	...	0·16	...	...	0·57	0·83	...	0·31	0·55	0·64	1·59	1·92	0·21	0·66	0·36
			Alipore (Obsy.)	...	...	0·10	0·13	0·77	0·01	0·23	0·25	0·23	0·80	...	0·60	0·07	0·37	1·16	0·11	0·02	0·19	...	1·23
			Barrackpore	...	...	...	0·10	1·03	...	0·32	0·82	0·09	0·62	0·18	0·15	...	0·32	1·09	0·15	...	1·45	...	0·49
			Dum-Dum	...	...	...	0·21	0·24	...	0·45	0·38	...	0·34	0·20	0·62	0·24	0·69	0·80	0·03	...	...	...	0·98
			Barasat	...	...	2·05	0·37	0·21	...	1·06	...	...	0·03	...	...	0·25	0·35	0·75	0·37	0·03	...	0·02	0·72
			Basirhat	...	...	1·33	0·11	0·35	0·01	...	0·29	0·13	0·55	0·07	0·08	0·07	0·04	1·63	0·13	0·14	0·06	0·16	0·03
		Nadia	Ranaghat	...	...	0·35	0·05	0·04	...	0·04	0·14	0·60	0·78	0·12	0·35	0·29	0·20	0·44	0·04	0·03	0·55	0·23	0·32
			Krishnagar	...	...	...	0·01	0·07	0·87	0·13	...	0·08	0·03	0·04	0·42	0·54	0·17	...	0·07	0·07	1·74	0·25	1·08
			Chuadanga	...	...	0·94	0·12	...	0·35	0·23	0·15	0·03	0·14	0·03	0·02	0·11	0·35	0·20	0·13	0·21	0·03	0·05	0·19
			Meherpur	...	...	0·33	0·90	...	0·24	0·14	0·25	...	0·70	...	0·03	0·09	0·48	0·05	0·20	0·85	...	0·45	1·05
			Kushtia	...	...	0·77	0·35	...	0·80	0·60	0·15	0·11	...	0·05	...	0·21	0·07	2·33	0·70	0·47	0·05	0·20	0·37
		Murshidabad	Kandi	...	...	...	0·65	0·03	3·25	0·05	...	0·11	0·15	0·36	...	0·07	...	0·14	0·88	0·15	4·01	...	0·43
			Berhampore	...	...	...	0·05	...	0·17	0·17	0·09	0·07	0·96	0·29	0·33	0·04	0·95	1·03	0·34	0·08	8·70	...	0·12
			Lalbagh	...	...	...	0·10	0·11	0·85	0·73	0·30	0·10	0·23	0·11	0·24	...	1·25	1·40	0·60	0·06	6·35	0·05	0·10
			Azimganj	...	...	...	0·28	...	0·28	0·35	0·30	0·20	0·18	...	0·55	0·30	0·80	1·37	0·22	...	4·82	...	0·06
			Jangipur	...	...	0·06	0·92	...	0·81	0·53	0·26	0·33	...	0·17	0·05	0·58	0·05	0·52	0·16	1·45	1·39	0·04	0·14
			Lalgola	...	...	...	0·90	...	0·40	0·30	...	...	...	0·56	0·40	0·20	0·45	1·20	0·50	...	3·40	...	0·20
			Akriganj	...	...	0·15	0·12	0·74	0·06	...	0·03	0·02	...	0·03	...	0·25	0·80	0·75	0·08	0·72	3·52	0·78	0·04
			Patkabari	...	...	...	0·40	0·70	...	...	0·50	...	0·50	...	...	...	...	...	...	1·00	...	0·20	0·21
		Jessore	Dumkal	...	...	1·13	...	0·13	0·93	0·05	...	0·16	...	...	1·00	1·20	0·85	0·10	0·18	0·80	2·60	0·08	0·15
			Narail	...	...	1·70	1·22	...	0·59	0·25	0·22	0·07	0·10	0·75	...	...	0·34	0·50	0·28	...	...	0·50	0·22
			Jessore	...	...	1·56	1·03	...	1·07	0·13	0·27	0·07	0·17	0·12	...	0·18	0·03	1·25	0·70	0·03	0·05	0·38	0·63
			Jhenidah	...	...	1·50	0·65	...	2·85	0·32	0·08	0·10	...	0·15	0·15	...	0·75	0·33	1·15	...	0·65	...	0·32
			Magura	...	...	0·71	1·16	...	1·30	0·01	0·11	...	0·20	0·15	0·02	0·03	0·12	1·64	0·44	0·12	0·42	0·62	0·80
			Bangaon	...	...	1·30	...	0·90	...	0·45	0·60	0·60	0·43	0·38	0·89	0·10	0·52	0·08	0·10	...	0·80	...	0·52
		Khulna	Satkhira	...	...	1·58	0·46	0·38	1·38	0·85	0·13	0·50	0·22	...	0·15	...	0·24	0·14	1·15	0·25	0·49	0·06	1·22
			Bagerhat	...	...	...	4·54	0·82	0·85	1·95	1·56	0·19	0·28	0·27	0·08	0·02	0·05	0·15	1·27	0·06	0·61	0·02	0·02
			Khulna	...	...	...	5·22	...	...	0·05	1·41	0·17	0·25	0·05	0·42	0·19	0·09	0·08	0·10	0·50	0·34	0·43	...
			Kaliganj	...	...	0·09	0·50	1·70	...	0·50	...	...	...	...	...	0·17	0·50	0·68	1·20	1·15	0·69	2·30	0·30
			Nakipur	...	...	...	0·65	...	0·71	...	0·51	...	...	...	...	0·20	0·10	0·54	0·68	1·15	1·01	1·09	0·23
			Dumuria	...	...	...	1·24	1·74	...	0·42	0·26	0·08	0·10	...	...	...	...	0·25	0·57	0·50	0·53	0·10	0·53
			Rampal	...	...	...	3·75	0·51	...	...	0·55	...	0·54	0·20	0·60	...	...	0·19	0·98	...	0·70	...	0·24
			Kalaroa	...	...	...	0·75	0·09	0·21	0·18	0·30	0·15	0·17	0·19	0·50	0·43	0·09	...	3·50	0·02	...	0·25	0·01
			Paikgacha	...	...	...	0·47	0·01	0·31	2·26	0·45	0·36	...	...	0·12	0·08	...	0·25	0·93	0·54	0·72	0·26	0·45
			Mollahat	...	0·25	0·31	0·75	0·25	0·15	0·35	0·12	0·25	0·15	0·35	0·25	0·15	0·11	0·05	0·25	1·15	0·75	0·02	0·15
			Morelganj	...	...	...	1·19	1·20	0·60	0·83	0·49	0·10	0·41	0·60	0·02	0·06	0·07	0·46	1·66	0·30	2·14	0·40	0·08
			Tala	...	...	...	3·41	1·66	0·21	2·46	0·43	0·06	...	0·08	0·22	0·16	0·24	0·54	0·09	0·21	0·18	0·45	1·35
North Bengal.	Rajshahi.	Rajshahi	Boalia	...	...	0·24	0·01	1·72	0·60	0·02	0·11	0·06	0·14	0·08	0·04	0·27	0·08	0·01	0·44	0·14	3·85	0·25	0·01
			Nator	...	...	1·50	...	...	0·27	0·40	0·10	...	0·13	...	...	0·03	0·13	0·43	0·75	2·90	3·60	0·72	0·18
			Naugaon	...	...	0·85	...	0·72	0·39	0·18	0·92	0·03	0·24	0·02	0·02	...	0·48	0·55	0·88	0·47	2·80	0·20	0·40
			Lalpur	...	...	1·03	0·14	0·82	0·77	0·17	...	...	...	0·25	0·10	...	...	0·16	...	0·56	0·26	1·54	0·44
			Manda	...	...	0·10	...	...	...	...	...	0·25	...	...	...	...	0·56	...	...	0·75	1·70	0·95	1·12
		Dinajpur	Mahadebpur	...	...	0·36	...	0·89	0·44	0·41	0·06	...	...	0·35	0·05	...	0·43	0·47	0·33	0·22	1·50	0·37	0·22
			Nithpur	...	...	0·64	...	0·90	0·09	0·11	0·02	...	0·20	0·44	...	0·04	0·31	0·59	0·33	0·26	1·87	0·39	0·04
			Nawabganj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			Gangarampur	0·10	1·00	1·90	...	0·02	0·17	0·10	0·12	0·10	0·03	0·18	...	0·50	0·03	0·50	...	1·80	1·20	0·35	0·12
			Churaman	0·39	0·18	1·73	0·39	1·98	0·19	0·61	...	...	...	0·29	...	...	0·26	0·61	0·36	1·80	0·70	...	1·65
			Raiganj	0·86	...	2·37	0·07	5·45	1·15	0·64	0·44	0·40	0·10	0·50	0·22	0·12	0·07	0·88	1·64	2·26	0·17	0·09	2·80
			Dinajpur	0·54	...	2·79	...	0·33	0·32	...	...	...	...	...	...	0·09	0·39	...	0·41	4·65	2·47	1·21	1·20
			Balurghat	0·17	...	1·08	...	...	...	...	...	...	...	0·21	...	0·11	...	0·23	...	0·22	1·53	1·72	0·23
			Thakurgaon	1·26	0·02	0·64	...	1·00	...	...	...	...	...	0·09	0·34	0·45	0·22	0·88	0·79	4·56	0·20	1·44	2·00
			Setabganj	0·50	2·80	...	...	0·37	...	0·10	0·25	...	...	0·77	0·20	...	...	1·38	2·94	0·45	0·65	0·50	0·40
			Ramganj	0·44	0·08	1·76	...	0·31	...	...	0·26	0·15	0·01	0·10	0·34	0·01	0·01	0·56	1·20	3·83	0·19	1·28	0·44
		Jalpaiguri	Jalpaiguri	0·17	0·01	0·52	1·58	0·17	0·09	0·01	0·30	0·02	0·32	1·13	...	0·31	...	0·22	4·29	0·67	0·14	2·23	1·97
			Alipore Duar	0·30	0·27	1·18	0·33	...	...	0·19	1·11	...	0·43	0·52	...	...	...	...	4·60	2·96	2·92	1·88	0·66
			Falakata	0·20	0·12	0·90	0·15	...	0·03	...	0·49	0·30	0·54	0·27	0·15	...	...	0·85	5·71	0·86	0·35	3·12	1·75
			Debiganj	0·49	0·13	1·02	0·11	0·10	...	0·17	...	0·13	0·02	0·04	...	0·18	0·05	0·40	0·37	4·23	0·54	0·33	1·34
			Bhagatpur (Nagrakatta).	...	1·20	1·40	0·29	0·27	...	...	...	2·03	1·47	...	1·15	0·54	1·20	3·00	0·25	0·15	0·45	1·80	0·80
		Darjeeling	Kalchini	0·35	3·12	0·46	1·15	0·09	1·96	0·07	...	...	0·22	0·41	0·38	0·03	1·19	3·46	1·77	2·19	2·44	1·02	1·47
			Baxa	1·44	3·10	0·12	2·86	0·28	0·09	0·18	1·59	0·06	0·19	0·11	0·02	0·73	1·29	2·67	4·30	5·12	3·84	2·20	3·13
			Siliguri	2·00	...	0·50	0·90	0·22	...	0·28	...	0·38	0·65	1·90	0·50	...	0·43	1·35	1·59	0·20	0·10	2·88	1·30
			Darjeeling	1·42	0·69	0·39	0·70	0·45	0·26	0·32	0·36	0·47	1·67	1·36	0·74	0·28	2·43	2·57	0·14	0·71	0·07	3·65	0·69
			Kalimpong	1·67	0·30	1·21	0·43	0·14	0·25	0·31	0·13	...	1·31	1·27	0·08	0·52	1·85	2·68	0·07	0·12	0·13	1·31	0·10
			Mungpoo	...	1·44	1·71	0·07	0·72	0·29	0·04	...	0·49	1·85	1·28	0·58	0·67	1·02	...	3·00	0·43	0·22	3·21	0·61
			Kurseong	0·37	0·58	0·20	0·10	1·71	0·20	0·45	0·34	0·56	3·86	1·29	0·30	1·46	2·07	3·12	0·20	0·27	0·68	3·05	1·24
			Pedong	1·35	1·45	0·47	0·72	0·53	0·47	0·05	0·27	0·03	0·34	1·44	0·44	0·60	1·81	3·07	0·69	0·05	0·07	1·01	1·07

in Bengal in July 1900.

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days.	Average number of rainy days.	Total rainfall for the month.	Average rainfall for the month.	Heaviest rainfall during the month.	Total rainfall from 16th May 1900 up to 31st July 1900.	Average rainfall from 16th May up to 31st July.	Station.	District.	Division.	Meteorological Division.
...	1·94	0·60	0·92	1·30	...	0·05	...	...	...	...	9	13·04	8·21	11·13	1·94	20·42	23·02	Kalna ...	Burdwan.	Burdwan.	South-West Bengal
...	2·53	...	0·55	0·39	...	0·12	...	...	0·30	0·92	15	16·27	7·79	11·71	2·53	18·47	24·04	Burdwan			
...	0·63	0·03	0·96	0·12	0·40	0·43	0·54	...	0·88	0·29	18	15·46	10·34	10·40	1·38	24·07	23·16	Katwa.			
...	0·28	0·01	2·04	...	0·38	0·08	0·04	...	...	...	10	16·46	6·04	13·22	2·04	14·49	24·80	Raniganj			
1·09	...	0·22	...	...	...	...	...	...	...	...	6	17·27	3·33	13·51	1·09	14·68	25·75	Mankur.			
...	0·02	...	0·60	...	...	1·51	0·02	...	...	0·15	14	17·69	9·58	13·13	2·90	20·08	26·86	Suri ...	Birbhum.		
...	0·03	1·59	...	...	0·14	0·66	0·01	...	...	0·01	15	15·85	10·15	13·17	1·59	18·55	26·65	Hetampur.			
0·09	0·82	0·25	0·10	...	...	0·13	1·34	...	...	...	16	16·48	11·8	11·75	2·29	2[illegible]·81	24·13	Rampur Hât.			
...	0·14	...	1·65	...	...	0·50	0·51	0·02	...	0·65	14	16·18	6·59	12·77	1·65	17·07	27·02	Bolpur.			
2·31	0·42	0·04	2·13	0·02	...	0·12	0·34	...	...	0·16	21	?	22·38	?	3·00	42·29	?	*Morari.*			
...	0·10	2·06	...	...	...	1·55	...	...	0·09	...	14	?	11·53	?	3·48	21·51	?	*Labpur*			
...	0·15	...	0·03	...	...	1·27	...	...	...	...	11	17·23	5·01	12·68	1·27	13·26	25·31	Bankura	Bankura.		
...	0·43	0·35	...	...	...	1·00	0·55	...	...	...	11	16·75	5·39	12·22	1·00	16·50	26·31	Vishnupur			
...	0·31	...	...	...	...	...	0·31	...	...	...	8	17·13	2·86	13·11	0·63	10·63	25·95	Maliara			
...	0·30	...	...	...	...	1·34	1·00	...	0·03	0·70	11	17·31	5·66	14·08	1·34	12·07	28·66	Khatra			
...	1·27	0·08	...	...	...	0·42	...	...	...	1·05	11	16·27	7·41	12·43	1·32	17·90	26·29	Indas.			
...	2·25	2·00	...	...	...	1·38	0·18	...	...	0·45	11	13·73	9·98	13·92	2·25	18·35	27·46	Kotalpur.			
...	...	0·45	...	...	0·10	...	...	...	...	...	6	15·09	3·33	10·83	1·58	12·41	21·64	Onda.			
...	1·52	...	...	...	...	...	0·27	...	...	...	8	14·55	5·44	13·21	1·52	12·16	27·98	Gangajalghati.			
...	0·25	1·55	...	...	...	0·18	...	...	...	0·30	14	17·27	6·45	12·96	1·55	13·54	28·31	Raipur.			
...	0·40	...	0·07	...	...	1·07	0·28	...	0·15	0·37	14	15·09	5·32	11·29	1·15	15·04	24·73	Sonamukhi.			
...	1·80	...	...	...	...	1·10	...	...	0·02	0·48	15	15·27	10·29	13·91	2·87	25·88	26·36	Contai	Midnapore.		
...	0·37	...	...	...	...	0·19	...	...	...	0·35	9	13·09	3·47	11·86	0·62	18·43	24·13	Tamluk.			
0·07	0·75	2·50	1·23	...	...	0·25	0·45	...	0·10	0·25	15	15·65	15·62	1·63	4·50	26·59	23·47	Midnapore.			
...	0·47	0·34	0·52	...	...	0·18	...	...	0·20	0·14	13	16·40	6·27	12·60	2·06	17·52	25·48	Ghatal.			
...	0·14	...	...	...	...	0·12	...	...	...	0·26	11	15·25	7·11	11·59	1·85	17·24	25·03	Kukrahaty.			
...	3·05	0·86	0·16	...	...	2·59	1·45	...	0·17	0·63	18	15·45	13·61	12·95	3·05	20·71	27·45	Garhbeta.			
...	0·04	...	...	...	...	0·05	...	0·36	0·22	0·49	8	?	2·66	?	0·49	13·51	?	*Panskura.*			
0·85	0·15	...	...	...	...	...	...	...	0·07	0·12	10	?	5·69	?	2·14	14·09	?	*Dantoon.*			
...	1·50	...	...	...	...	0·83	...	...	0·81	0·15	19	17·00	10·10	12·29	1·50	21·28	24·58	Serampore	Hooghly.		
...	0·38	0·04	...	...	...	...	...	...	0·02	0·17	10	16·65	4·67	11·37	1·43	15·72	23·48	Hooghly.			
0·12	2·00	0·52	0·18	0·08	...	0·38	0·11	...	0·05	0·05	13	15·48	5·60	12·40	2·00	16·83	25·48	Arambagh (Jahanabad).			
...	0·43	...	...	...	...	0·14	...	0·55	0·11	0·25	19	17·92	6·74	11·79	1·40	17·26	24·92	Howrah	Howrah.		
...	0·05	...	...	...	...	...	...	...	0·53	0·18	8	16·76	3·18	12·13	0·93	16·16	24·90	Mohesreka			
...	1·00	...	...	...	...	0·60	...	...	0·32	0·40	16	?	8·01	?	1·30	17·65	?	*Ulubaria.*			
...	0·26	0·03	...	...	...	0·06	0·04	...	0·05	1·28	11	17·00	16·39	15·34	3·30	33·81	27·91	Saugor Island	24-Parganas.	Presidency.	
...	0·06	0·06	...	...	...	...	0·12	...	...	0·70	16	17·49	16·05	14·39	3·52	30·83	27·15	Diamond Harbour.			
...	0·40	...	...	...	...	1·60	0·11	...	0·04	0·35	16	?	8·80	?	1·60	17·67	?	*Budge-Budge.*			
...	2·01	0·82	...	...	...	0·74	...	...	...	0·84	17	16·55	16·50	11·39	2·10	29·42	26·74	Canning Town.			
...	1·41	...	...	...	...	0·15	...	...	0·03	0·83	16	18·04	8·68	12·46	1·41	20·59	26·22	Alipore (Obsy.)			
...	0·69	0·32	...	...	...	0·85	...	0·36	0·55	0·28	18	15·65	9·86	11·72	1·45	20·90	24·47	Barrackpor			
...	1·05	...	...	...	...	...	...	0·15	2·71	0·25	15	17·04	9·34	11·38	2·71	24·08	25·67	Dum-Dum.			
...	...	...	...	...	...	...	...	...	...	...	9	16·23	6·11	10·72	2·05	15·02	23·41	Barasat.			
...	1·57	...	...	0·01	0·08	0·49	0·57	...	0·14	2·66	16	16·42	11·30	12·78	2·66	26·55	27·82	Basirhat.			
0·02	1·29	0·04	...	...	...	0·08	0·32	...	0·03	0·05	14	14·89	6·39	10·70	1·29	18·34	23·54	Ranaghat ...	Nadia.		
...	2·74	0·09	0·04	0·10	...	...	...	...	...	0·15	11	15·92	8·67	10·62	2·74	16·50	23·04	Krishnagar.			
...	1·05	0·15	0·75	0·78	...	0·02	0·08	...	...	0·07	16	15·27	6·18	10·19	1·05	19·23	23·25	Chuadanga.			
...	1·00	1·00	0·44	...	...	...	...	...	0·20	0·17	16	15·63	9·17	10·17	1·65	24·80	23·19	Meherpur			
0·23	0·75	0·27	...	...	0·02	0·07	0·46	...	...	...	16	16·27	9·03	10·82	2·33	24·78	26·15	Kushtia.			
0·02	0·10	...	1·71	...	...	0·24	...	...	0·02	0·49	15	16·05	13·46	12·21	4·01	22·68	24·22	Kandi	Murshidabad.		
0·07	0·16	...	1·75	0·14	...	0·20	0·24	...	0·86	...	16	16·74	16·81	10·71	8·70	24·2[illegible]	23·40	Berhampore			
...	0·45	0·50	1·70	...	...	0·18	0·10	...	...	0·45	20	15·70	15·96	11·62	6·35	21·56	24·12	Lalbagh.			
0·16	0·45	0·05	2·12	0·05	...	0·65	0·15	...	...	0·25	18	15·51	13·59	11·04	4·82	24·56	23·82	Azimganj.			
1·48	0·02	...	0·20	0·95	0·62	0·61	0·15	...	1·15	0·17	22	16·72	14·31	10·96	1·48	26·74	23·35	Jangipur.			
1·10	...	...	...	0·20	...	...	...	...	...	0·70	14	15·65	10·45	11·54	3·40	20·05	24·77	Lalgola.			
0·43	0·06	0·24	1·11	0·65	...	0·12	...	...	0·02	0·70	15	15·90	11·44	11·99	3·52	22·91	26·99	Akriganj.			
...	0·40	...	1·20	...	...	...	...	...	...	...	9	12·56	5·10	9·40	1·20	12·20	22·05	Patkabari.			
0·10	0·70	...	2·50	0·22	...	0·04	0·65	...	...	...	17	16·21	13·57	10·53	2·66	28·67	24·15	Dumkal.			
0·02	1·25	0·10	0·80	...	0·13	0·02	...	...	0·41	0·25	18	15·28	10·42	9·48	1·70	23·90	23·38	Narail ...	Jessore.		
...	1·23	0·45	...	...	0·04	...	0·11	...	0·39	0·29	17	17·39	10·17	11·21	1·56	29·69	27·59	Jessore.			
...	1·34	3·05	0·17	...	...	...	0·06	...	0·13	...	16	16·32	13·75	10·16	3·05	34·46	25·54	Jhenidah			
...	1·10	3·80	1·06	...	0·09	...	0·17	...	0·10	...	18	15·80	14·17	10·40	3·80	26·22	26·49	Magura.			
...	0·64	0·37	0·02	0·21	...	...	0·06	...	...	0·65	17	14·75	9·62	10·81	0·89	22·04	23·94	Bangaon.			
...	...	0·80	...	0·40	0·23	0·12	0·06	...	0·21	0·56	22	17·77	12·07	12·39	1·58	28·00	27·41	Satkhira ...	Khulna.		
0·23	0·98	0·31	0·12	...	0·88	0·37	...	...	1·00	2·63	20	20·40	19·43	14·49	4·54	39·83	32·10	Bagerhat.			
...	0·52	0·28	...	...	...	0·38	0·04	...	0·30	1·27	16	18·60	13·59	11·58	5·22	30·42	26·69	Khulna.			
5·40	...	...	...	...	...	...	...	...	1·20	1·32	14	?	17·70	?	5·40	31·32	?	*Kaliganj.*			
0·05	1·37	0·22	...	1·22	0·66	0·06	0·04	...	...	0·56	16	?	10·61	?	1·37	25·63	?	*Nakipur.*			
0·30	0·50	...	...	0·15	1·02	0·33	...	...	0·28	0·90	19	?	10·55	?	1·74	25·91	?	*Dumuria.*			
...	0·59	...	...	2·70	0·40	...	...	...	2·25	1·54	16	?	16·10	?	3·75	32·69	?	*Rampal.*			
...	2·35	...	0·10	...	...	...	0·06	...	0·10	0·50	16	?	11·86	?	3·58	24·86	?	*Kalaroa.*			
...	0·60	0·30	...	...	1·81	0·05	0·75	...	0·31	0·88	19	?	12·22	?	2·26	27·41	?	*Paikgacha.*			
0·03	0·75	0·76	0·02	0·15	...	...	...	...	2·35	3·15	22	?	13·74	?	3·15	30·68	?	Mollahat.			
0·06	0·39	0·69	0·03	...	1·67	0·64	...	0·71	0·27	2·43	21	?	17·68	?	2·43	33·17	?	Moreliganj.			
0·15	1·00	0·02	0·13	...	1·06	0·07	0·05	...	0·32	0·45	20	?	15·19	?	3·41	34·53	?	*Tala.*			
0·45	0·05	0·43	2·08	1·37	...	0·19	0·52	0·01	...	0·18	17	15·03	13·35	11·59	3·85	23·52	24·61	Boalia ...	Rajshahi.	Rajshahi.	North Bengal
1·05	0·08	0·22	2·84	0·27	...	0·04	0·67	...	...	0·08	17	15·80	16·39	12·78	3·60	30·09	27·64	Nator			
4·27	0·20	0·63	0·48	0·05	...	0·26	0·57	...	...	0·23	20	15·31	15·14	12·39	4·27	31·70	28·19	Naugaon.			
0·15	0·17	...	1·91	...	...	...	1·00	...	...	...	16	15·40	9·47	9·86	1·91	21·73	21·93	Lalpur.			
0·40	0·65	0·07	0·10	...	...	...	...	...	...	0·45	11	15·20	7·10	12·00	1·70	22·15	24·33	Manda.			
3·71	1·15	0·02	...	0·25	...	...	0·49	0·29	3·00	1·60	19	15·55	16·21	12·21	3·71	30·46	27·09	Mahadebpur.			
2·06	0·47	0·87	0·35	...	...	0·18	0·05	0·05	...	0·62	17	?	11·10	?	2·06	29·56	?	*Nithpur* ...	Dinajpur.		
												?		?			?	*Nawabganj.*			
1·75	3·80	0·50	...	...	...	0·15	0·10	0·30	0·08	...	20	?	14·90	?	3·80	34·51	?	*Gangarampur.*			
1·18	2·31	0·39	...	...	...	0·14	...	0·32	0·27	0·21	21	15·58	15·96	14·51	2·31	35·22	29·05	Churaman.			
1·90	2·73	0·03	0·10	0·02	...	0·33	...	1·91	...	0·26	22	17·65	27·51	15·55	5·45	57·03	32·22	Raiganj.			
1·13	3·64	0·36	0·21	...	...	0·56	0·23	...	...	0·23	17	16·26	20·76	14·38	4·65	51·32	34·71	Dinajpur.			
1·48	1·16	0·47	0·49	...	...	0·11	0·75	0·67	1·12	...	17	16·39	11·75	12·99	1·72	26·95	25·50	Balughat.			
0·22	2·00	0·70	2·35	...	...	0·35	...	0·42	0·44	0·14	20	?	20·51	?	4·56	44·79	?	*Thakurgaon.*			
0·32	1·90	0·45	0·12	...	...	0·05	...	...	0·15	0·27	19	?	14·77	?	2·94	42·19	?	*Setabganj.*			
0·56	1·53	0·37	0·05	0·09	...	0·16	0·11	0·29	0·05	0·05	19	?	14·23	?	3·83	42·16	?	*Ramganj.*			
0·61	11·18	1·78	1·15	...	...	0·95	1·08	2·09	0·04	0·61	22	20·07	33·61	29·24	11·18	63·96	63·38	Jalpaiguri ...	Jalpaiguri.		
1·45	4·50	4·15	0·12	0·15	...	0·49	...	0·73	...	...	20	17·50	34·94	31·91	6·66	65·10	71·74	Alipore Duar.			
0·67	4·69	2·45	0·40	0·02	...	...	...	0·56	...	...	20	19·70	24·88	28·64	5·71	46·45	60·97	Falakata.			
0·60	2·07	2·82	0·74	...	...	0·45	...	0·70	...	0·67	21	18·00	17·70	22·32	4·23	36·69	46·93	Debiganj.			
2·60	11·20	2·88	1·08	0·49	0·65	1·30	3·50	1·77	0·06	...	24	?	41·53	?	11·20	63·39	?	*Bhagatpur (Nagrakatta).*			
8·00	0·42	1·27	0·78	2·24	0·48	0·44	0·60	0·35	0·01	...	24	?	36·07	?	8·00	60·96	?	Kalchini.			
11·45	1·87	1·10	0·06	5·10	2·05	2·77	0·15	...	...	...	25	24·46	54·38	51·09	11·45	88·03	106·70	Baxa	Darjeeling.		
3·00	0·40	1·30	1·20	...	...	1·30	1·40	4·30	...	0·75	24	22·62	33·84	32·29	6·40	55·96	64·61	Siliguri.			
1·83	4·19	0·60	1·18	0·08	0·17	...	1·19	2·16	0·84	1·27	28	26·15	32·79	32·45	4·19	65·95	60·99	Darjeeling.			
1·06	2·34	0·96	0·20	0·02	0·18	...	0·30	3·48	0·28	0·55	26	23·23	23·14	26·06	3·48	45·26	47·63	Kalimpong.			
2·95	4·02	0·50	0·57	0·02	0·01	...	0·49	5·60	0·08	2·12	22	?	33·99	?	5·60	74·11	?	*Mungpoo.*			
3·96	4·91	1·75	0·95	...	2·34	0·45	3·35	3·85	0·05	1·58	29	?	45·24	?	4·91	91·03	?	*Kurseong*			
1·50	1·66	1·05	0·58	0·01	0·83	0·40	1·10	2·75	0·03	0·21	25	?	26·83	?	3·67	50·73	?	*Pedong.*			

Table of Rainfall recorded at stations

Meteorological Division	Division.	District.	Station.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
NORTH BENGAL—concluded.	Rajshahi—concluded.	Tibet	Yatung	0·35	0·72	0·47	0·58	0·34	0·48	0·60	0·20	0·12	...	0·61	0·42	0·56	0·22	0·50	0·56	0·46	0·24	0·87	0·34
		Cooch Behar	Dinhatta	1·61	1·25	2·34	0·77	1·20	0·09	...	...	0·45	1·91	0·55	...	0·02	0·23	0·08	0·57	4·18	2·55	2·38	1·03
			Cooch Behar	1·68	0·19	1·21	1·49	0·17	0·39	...	0·94	1·62	0·70	...	...	0·80	...	0·12	0·87	2·25	0·90	1·03	1·58
			Mickliganj	0·78	0·04	2·03	0·72	0·15	0·21	...	1·27	...	0·45	0·04	...	0·39	...	0·15	2·14	1·13	1·46	2·79	4·65
			Mathabhanga	0·26	0·71	0·60	0·86	0·19	0·05	...	0·88	0·37	1·05	0·11	0·02	0·35	0·01	0·11	0·52	2·48	0·81	0·60	4·15
			Fulbari	2·02	1·11	0·43	0·95	0·20	...	...	...	0·45	0·31	0·02	...	0·07	...	0·37	0·82	3·75	1·77	3·26	2·81
		Rangpur	Bhawaniganj (*Gaibanda*).	0·33	2·57	0·72	0·39	...	1·06	0·61	0·55	0·01	0·09	...	0·01	...	0·25	0·15	0·35	1·45	2·42	0·02	0·85
			Rangpur	1·32	0·74	0·38	0·09	0·25	0·07	...	...	0·59	0·57	0·11	0·02	0·01	0·04	...	0·88	6·12	3·85	0·10	0·72
			Peerganj	0·02	1·70	...	0·06	1·06	1·18	...	0·27	0·06	0·15	0·02	0·03	...	...	0·25	0·49	1·87	4·08	0·47	0·47
			Kurigaon	2·80	2·42	1·04	0·44	0·19	...	...	...	...	0·75	...	...	...	0·13	0·06	0·26	7·89	5·37	0·30	1·43
			Gobindganj	0·25	1·75	1·48	...	...	...	0·16	...	...	0·30	...	...	0·39	0·21	0·05	1·32	1·02	3·80	0·15	0·84
		Bogra	Bagdogra (*Nilphamari*).	1·05	0·33	0·30	0·81	0·20	0·10	...	...	...	0·60	...	...	...	...	0·03	0·40	0·30	6·73	1·15	0·71	0·82
			Ulipur	3·44	1·43	1·63	0·05	0·05	0·03	...	...	1·24	0·29	0·12	...	0·06	0·25	0·06	0·46	3·68	4·00	0·47	0·80
			Sunderganj	0·41	2·04	0·51	0·23	...	0·07	...	...	...	0·21	...	...	...	0·13	0·51	1·15	3·35	5·26	...	0·73
			Sherpur	0·21	0·02	...	...	...	0·20	0·08	...	0·20	...	...	...	...	...	...	1·09	2·05	3·75	1·05	0·53
			Nowkhilla	0·27	0·41	1·95	...	...	0·29	0·10	...	...	0·12	0·30	...	0·05	0·27	0·40	0·10	2·12	5·25	0·81	0·44
			Bogra	...	0·32	0·12	0·03	...	0·30	...	...	...	0·05	...	...	0·25	0·05	0·89	1·73	1·20	2·38	0·65	1·00
			Panchbibi	0·74	0·34	0·36	0·65	...	...	...	...	...	0·07	...	0·16	...	0·19	0·20	0·34	1·00	4·31	0·35	0·27
		Pabna	Pabna	...	...	0·38	0·56	...	0·36	...	0·28	0·09	0·18	0·63	0·05	0·21	0·09	3·59	2·47	0·30	0·05	0·13	0·42
			Serajganj	0·06	0·10	...	0·52	...	0·06	...	...	0·05	0·15	0·08	...	...	0·09	...	0·05	0·20	6·53	1·38	0·30
EAST BENGAL.	Dacca.	Dacca	Munshiganj	0·52	1·63	2·12	0·05	0·12	0·35	0·16	0·02	0·24	...	...	0·03	0·09	0·06	0·31	0·71	0·66	0·62	0·11	1·51
			Dacca	2·44	1·19	1·16	0·01	0·01	0·02	0·61	0·01	0·48	0·01	...	0·02	0·03	0·34	0·66	0·04	0·96	0·52	0·10	0·60
			Narayanganj	1·50	1·63	1·29	0·07	...	0·06	0·23	...	...	...	...	0·05	0·09	0·04	0·22	0·06	0·16	...	...	1·40
			Manikganj	0·53	...	0·76	...	0·20	0·10	0·06	...	0·30	0·75	...	0·25	0·10	0·27	0·80	0·10	0·15	0·22	0·72	0·90
			Jaydebpur	0·22	1·20	0·80	0·05	...	0·07	0·10	...	...	...	...	...	...	...	0·80	1·00	0·35	0·30	0·10	0·83
		Mymensingh	Kishorganj	1·04	2·51	0·28	0·06	...	...	...	0·25	0·21	0·17	...	0·19	0·72	0·24	0·10	0·81	1·50	0·35	0·31	1·28
			Atia (*Tangail*)	1·50	0·14	...	...	0·12	0·13	0·02	...	0·02	0·40	...	0·02	0·08	0·14	0·37	1·16	...	0·11	0·08	2·33
			Mymensingh	5·70	4·18	0·22	0·05	...	0·12	0·05	0·20	2·07	0·21	0·43	0·37	0·50	0·19	0·35	0·56	1·45	0·87	0·79	3·95
			Jamalpur	3·75	0·87	0·56	...	...	1·57	0·15	...	1·29	1·25	0·25	...	...	0·35	0·15	0·50	0·70	0·30	0·65	1·40
			Netrakona	6·55	1·71	1·24	...	...	...	...	...	1·25	0·36	0·30	1·65	0·36	...	0·82	0·46	2·55	0·70	0·30	2·05
			Subarnakhali	0·25	0·56	0·33	...	...	...	0·75	...	0·35	0·19	0·25	...	...	0·50	...	1·03	0·50	0·57	1·97	2·25
		Faridpur	Durgapur	...	...	0·10	...	...	0·10	...	...	0·10	...	0·20	0·10	0·10	0·10	...	2·10	...	3·20	...	2·10
			Sherpur Town	1·75	2·00	1·00	...	0·10	0·20	...	...	...	0·15	...	0·10	...	0·30	0·40	0·20	0·20	1·50	0·50	1·50
			Diwanganj	3·05	...	...	...	...	...	...	...	...	...	0·25	...	0·30	0·50	...	2·30	3·00	0·15	2·50	3·50
			Nalitabari	2·72	1·20	...	...	0·13	...	...	...	0·53	0·17	...	0·20	0·12	0·22	0·91	4·07	...	0·72	3·14	2·45
			Madaripur	0·11	0·57	0·40	...	0·15	0·09	0·15	0·10	0·12	0·23	0·09	0·11	0·05	0·15	0·24	0·17	0·75	0·11	0·36	1·26
			Faridpur	0·19	...	0·22	1·40	...	0·10	0·28	0·47	0·03	0·06	0·10	0·03	0·02	0·16	0·68	0·71	0·90	...	0·16	0·68
			Goalundo	...	...	1·14	1·08	...	...	0·07	0·09	0·02	...	0·17	...	0·02	0·31	0·25	0·08	...	0·05	0·07	0·23
		Backergunge	Patuakhali	...	0·09	1·25	1·45	0·14	0·05	0·18	...	1·40	0·08	0·02	0·11	0·11	1·21	3·57	2·95	3·48	1·05	1·22	0·06
			Pirojpur	...	0·02	1·60	0·82	0·33	0·40	1·75	0·02	0·03	0·57	0·03	0·06	0·06	0·65	2·50	0·40	2·44	0·15	...	0·62
			Barisal	...	0·02	1·86	2·50	...	...	0·30	0·18	0·15	0·80	0·16	0·08	0·40	1·40	1·05	2·40	4·10	0·15	0·68	0·36
			Gaurnadi	...	0·79	2·35	0·29	...	0·06	0·02	0·13	0·14	0·34	0·17	0·09	0·11	0·16	1·47	1·44	1·14	0·11	0·21	0·8
			Bhola	...	1·80	1·52	0·34	0·32	0·76	0·12	0·13	0·30	0·36	0·04	0·17	0·09	0·91	3·15	1·20	2·28	1·04	1·06	...
			Doulatkhan	...	2·57	0·55	0·27	1·78	0·03	0·14	...	0·72	0·49	0·52	...	0·54	1·09	3·57	1·05	2·85	1·30	0·35	0·04
			Bauphal	...	0·50	0·47	...	0·05	0·34	0·32	0·10	1·09	0·80	0·19	0·04	0·25	1·64	4·60	1·70	2·70	0·50	·64	...
	Chittagong.	Hill Tippera	Agartala	3·53	1·06	...	0·60	...	...	...	...	...	...	...	...	0·57	0·25	...	0·53	0·22	0·32	0·60	1·04
		Tippera	Comilla	1·73	1·07	1·50	1·34	...	...	0·17	...	0·03	0·09	0·30	0·06	0·70	1·50	0·30	0·90	1·40	0·91	1·85	2·49
			Chandpur	0·05	2·22	0·85	0·21	0·06	0·11	0·03	...	0·24	0·18	...	0·15	0·19	0·23	0·31	0·43	0·37	0·42	0·54	0·51
			Brahmanbaria	4·70	2·80	0·45	...	...	...	0·30	...	...	0·30	...	...	1·25	0·11	0·06	0·48	0·22	0·58	0·03	1·00
			Ramchandrapur.	1·78	1·56	...	1·33	...	1·00	...	...	...	...	0·67	0·07	0·16	0·09	...	0·10	0·58	0·79	...	1·39
		Noakhali	Nasirnagar	3·00	1·43	0·83	0·03	0·20	0·01	0·72	0·06	0·08	...	0·64	0·40	1·50	0·60	0·30	0·14	0·24	0·41	0·05	0·25
			Daudkandi	2·55	0·15	...	...	0·30	0·53	...	...	...	...	...	...	...	...	...	...	1·10	...	0·22	1·15
			Kasba	3·60	1·41	0·40	0·06	1·00	0·85	1·02	...	...	...	...	...	0·35	0·50	0·55	1·30	1·55	0·80	1·05	0·85
			Laksam	0·72	1·11	0·07	...	...	...	...	0·20	0·65	...	0·29	...	0·91	0·90	2·45	3·35	1·10	1·62	1·32	0·70
			Noakhali	0·01	0·30	0·72	1·85	0·01	0·01	0·10	0·12	0·78	2·06	0·12	0·15	0·16	1·95	4·06	2·98	2·12	3·20	1·24	0·66
			Fenny	2·06	0·03	0·17	1·28	0·01	0·07	0·02	0·02	0·94	0·06	0·06	...	0·04	0·98	4·34	4·60	3·05	3·07	0·36	1·70
			Harishpur	1·43	0·55	0·25	0·10	0·03	...	...	...	1·36	0·79	0·32	0·03	0·07	1·20	2·70	5·00	2·08	4·40	0·40	0·22
			Ramganj	...	2·04	0·64	0·44	0·10	0·18	...	0·07	...	...	...	...	...	1·06	2·86	1·04	2·15	0·55	0·73	0·21
			Chhagalnaya	1·50	0·40	0·55	1·40	0·02	...	0·17	0·02	0·62	...	...	0·14	0·19	0·06	5·26	3·81	2·28	4·81	0·29	0·14
			Hatya	2·52	0·55	...	0·85	...	0·25	0·15	0·25	0·75	1·26	0·07	0·10	...	0·75	1·35	6·10	3·05	2·75	1·65	...
			Lakhipur	...	2·50	0·30	0·04	0·12	0·27	...	0·30	0·34	0·40	0·03	...	0·20	1·00	2·00	1·90	2·97	0·89	1·24	...
			Cox's bazar	0·33	0·80	0·03	0·44	0·10	0·09	...	...	2·21	2·14	1·30	0·30	0·95	3·48	2·38	6·47	1·87	5·41	1·87	0·13
		Chittagong	Chittagong	0·08	0·17	0·11	2·90	0·12	...	0·26	...	0·34	0·41	...	0·04	...	0·26	2·82	2·26	1·38	2·00	0·25	0·16
			Kutubdia	1·15	0·50	...	...	...	...	...	...	0·20	...	0·10	0·30	0·20	1·00	2·36	3·30	1·40	1·63	0·31	...
			Satkania	1·04	...	0·54	...	0·12	0·03	0·05	0·53	...	...	...	...	...	0·88	1·18	1·60	0·46	1·15	0·07	0·09
			Kodala	0·57	0·03	1·05	0·31	...	0·58	0·13	...	...	0·01	...	0·15	0·31	1·36	0·80	...	1·18	0·09	0·07	0·16
			Fenoa	0·69	0·04	0·04	0·14	0·83	1·23	0·55	0·32	0·05	0·06	0·05	0·04	0·17	1·21	2·95	2·86	3·00	0·43	0·13	1·67
			Mirsarai	0·11	0·12	0·68	0·28	0·13	...	0·07	0·06	0·43	...	...	0·18	...	0·39	4·72	5·52	4·90	3·04	0·11	0·30
		Chittagong Hill Tracts.	Rangamatia	0·27	0·90	0·11	...	0·29	0·12	0·29	2·22	0·14	0·12	0·16	0·13	0·03	0·12	0·47	0·97	0·43	0·83	0·14	0·05
			Bundarban	0·12	0·23	0·04	...	2·00	0·24	...	0·03	0·02	0·03	0·07	...	...	0·20	2·13	1·62	0·44	1·50	0·45	0·74
BIHAR.	Patna.	Patna	Patna	...	...	...	0·55	...	...	0·11	0·08	...	...	...	0·70	0·22	0·35	...	0·03	6·12	1·46	0·86	0·37
			Dinapore	...	...	...	1·70	...	...	0·25	0·09	...	...	...	0·99	0·47	0·17	0·02	0·04	3·90	0·23	0·03	0·32
			Bihar	...	...	...	0·48	...	0·45	0·99	...	...	0·05	0·18	...	0·04	0·03	0·11	0·03	0·28	0·23	0·04	0·50
			Barh	...	...	...	0·42	...	...	0·30	0·32	...	...	...	...	0·20	0·30	0·34	0·15	0·77	1·45	0·10	0·20
			Bikram	...	...	...	1·27	...	...	...	0·40	...	...	...	0·56	...	...	...	...	...	1·95	0·59	...
			Hilsa	...	...	...	0·99	...	...	2·75	...	...	...	...	0·70	...	...	...	...	...	1·50	0·70	0·65
		Gaya	Aurungabad	...	...	0·15	0·42	...	...	2·42	...	...	...	0·41	0·15	0·03	1·11	0·15	0·02	...	...	0·21	...
			Gaya	...	...	0·04	0·30	0·20	...	0·03	...	...	...	...	0·11	0·12	0·10	0·04	...	0·11	0·10	0·18	0·02
			Nawada	...	...	0·19	1·10	0·03	...	...	...	...	...	0·11	0·62	0·08	0·32	...	1·80	0·24	0·18	...	0·84
			Jahanabad	...	...	...	0·25	0·16	...	1·02	...	...	...	0·02	·10	0·10	0·45	...	...	0·06	0·09	0·54	0·91
			Arwal	...	...	...	1·25	...	...	0·60	...	...	...	...	0·56	1·30	0·40	...	1·00	0·06	0·65	0·83	0·03
			Daudnagar	...	...	...	1·17	0·15	...	0·45	...	...	...	0·20	1·30	0·15	...	0·05	...	0·03	2·41	0·01	...
			Sherghati	...	...	0·16	...	0·01	...	0·12	0·01	...	...	0·11	1·31	0·60	1·42	0·12	...	0·21	...	...	0·07
			Rajauli	...										Not recorded.									
			Pakri Barawan	...	...	...	1·08	...	...	0·35	...	0·42	...	...	...	0·20	0·28	...	1·10	0·58	0·38	0·50	...
			Deo	...	...	...	1·60	...	1·15	0·19	...	...	0·15	...	0·30	0·80	0·12	...	...	0·07	...	0·18	...
		Shahabad	Buxar	0·04	...	...	2·40	0·24	...	0·84	0·05	...	...	0·04	0·24	0·03	0·02	1·34	...	1·67	0·78	0·15	0·18
			Dehri	...	...	...	0·28	0·05	...	0·41	0·11	...	...	0·31	1·20	0·14	0·15	0·57	0·02	0·04	0·15	0·52	0·05
			Bhabhua	...	...	...	...	...	...	1·85	...	...	...	0·83	0·10	0·72	0·20	0·11	0·02	...	1·11	...	0·10
			Sasaram	...	...	...	0·30	...	1·00	0·36	...	...	1·60	0·86	...	1·55	1·55	...	0·13	...	...	0·10	...
			Arrah	...	...	...	1·75	0·07	0·20	...	0·12	...	...	...	0·17	0·12	...	0·59	1·50	0·13	0·51	0·56	0·35
			Mohanea	...	...	...	...	...	0·40	...	...	...	...	...	...	...	1·30	0·11	...	...	0·70	...	...
			Ahiri	...	...	...	0·40	0·30	0·50	...	...	...	...	1·40	...	...	0·22	0·15	0·30	...	0·45	...	...
			Ageaon	...	...	...	0·60	...	...	0·45	0·36	...	...	...	0·86	...	0·26	0·20	...	0·76	1·97	0·26	...
			Ramagar	...	...	...	0·65	0·21	...	...	...	...	...	...	1·17	0·25	0·39	...	...	1·14	0·82	0·30	...
			Koath	...	...	...	1·20	...	...	...	...	...	...	...	0·41	1·30	0·70	0·06	...	...	0·35	1·05	0·12
			Sikraul	...	...	...	1·50	0·03	...	...	...	...	...	...	0·23	0·20	0·66	0·37	...	0·26	0·47	0·08	0·60
			Bassowan	...	...	...	0·77	...	1·06	...	...	...	...	0·86	...	0·15	0·14	0·22	...	0·15	...	0·46	0·40
			Monaharpur	...	0·09	...	0·96	0·29	0·11	0·15	...	...	...	0·33	0·24	0·30	0·44	0·30	...	1·68	0·12	0·30	0·13
			Chausa	...	...	...	0·79	0·06	...	0·56	...	...	0·03	0·04	0·22	0·38	0·23	0·87	0·41	0·38	0·67	0·14	0·15

in Bengal in July 1900—*continued.*

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days.	Average number of rainy days.	Total rainfall for the month.	Average rainfall for the month.	Heaviest rainfall during the month.	Total rainfall from 16th May 1900 up to 31st July 1900.	Average rainfall from 16th May up to 31st July.	Station.	District.	Division.	Meteorological Division.
0·23	1·65	0·17	0·14	...	...	0·13	0·72	1·45	0·16	0·15	28	?	13·44	?	1·65	27·49	?	Yatung ...	Tibet.	Rajshahi—*concluded.*	North Bengal—*concluded.*
0·75	2·18	0·24	0·72	...	...	...	0·31	1·11	...	...	20	17·17	26·52	18·85	4·18	58·17	56·05	Dinhatta ...	Cooch Behar.		
1·85	4·00	0·66	0·74	0·19	...	0·30	0·38	2·10	...	...	24	18·37	37·36	26·04	4·00	60·01	68·51	Cooch Behar.			
1·09	7·10	1·95	1·00	...	...	0·03	0·36	1·46	...	...	20	18·47	30·39	24·06	7·10	59·27	59·34	Mickliganj.			
1·46	4·73	0·72	1·25	0·07	...	0·10	0·90	0·20	...	...	23	18·53	23·56	27·18	4·73	49·47	65·05	Matabhanga.			
0·70	1·72	1·79	0·94	0·17	1·00	1·06	0·02	0·24	...	...	21	?	27·18	?	3·75	63·04	?	*Fulbari.*			
1·05	2·63	0·04	1·23	...	0·01	0·44	0·65	...	...	0·20	19	14·08	18·36	13·05	2·63	44·46	34·73	Bhawaniganj (*Gaibanda*).	Rangpur.		
0·45	3·08	0·54	0·12	0·13	...	0·41	5·78	1·16	...	0·05	20	14·75	22·58	16·30	6·12	52·90	41·29	Rangpur.			
0·96	1·66	0·44	0·54	...	...	0·76	0·56	...	...	...	17	?	11·10	?	4·08	45·96	?	*Peerganj.*			
0·62	3·05	0·10	...	...	...	0·18	0·48	...	...	0·46	18	13·50	27·97	15·82	7·89	58·99	45·78	Kurigaon.			
3·75	2·68	0·03	1·05	...	0·81	0·37	1·58	...	...	0·06	18	?	21·35	?	3·80	40·52	?	*Gobindganj.*			
0·36	3·31	0·95	0·40	...	...	0·27	0·40	0·10	...	0·20	21	16·05	20·51	18·26	6·73	48·00	48·07	Bagdogra. (*Nilphamari*).			
0·36	3·75	0·14	0·45	...	...	1·42	1·43	...	...	...	18	13·00	26·21	12·70	4·60	59·97	38·63	Ulipur.			
0·19	4·14	...	...	...	...	3·11	0·73	...	...	0·18	16	?	22·95	?	5·26	48·11	?	*Sunderganj.*			
2·73	0·18	...	2·15	0·01	0·02	...	4·70	0·85	...	0·07	13	16·90	20·47	12·70	4·70	40·92	28·99	Sherpur ...	Bogra.		
2·80	2·90	...	1·70	...	...	0·50	2·40	...	...	1·75	20	15·50	25·03	11·82	5·25	52·84	29·74	Nowkhilla.			
3·60	0·76	0·15	1·03	...	...	0·10	2·84	...	...	1·20	17	15·84	19·35	13·49	3·60	41·15	32·14	Bogra.			
0·79	1·60	0·26	0·21	0·03	...	0·25	0·75	1·63	...	0·04	18	14·55	13·32	12·27	4·31	29·91	29·97	Panchbibi.			
0·09	0·08	0·35	1·52	...	...	0·16	0·10	...	...	0·40	18	16·46	13·21	10·75	3·59	30·78	25·41	Pabna ...	Pabna.		
6·27	0·93	0·06	1·30	...	...	0·21	0·12	0·74	...	0·62	14	14·23	13·82	11·50	6·27	31·90	27·50	Beraiganj.			
0·25	0·38	0·89	0·34	0·21	0·31	1·37	...	...	...	...	20	17·50	13·06	14·81	2·12	28·49	34·61	Munshiganj ...	Dacca.	Dacca.	East Bengal.
1·81	2·15	0·91	0·18	0·01	0·06	1·36	0·91	...	0·48	...	17	18·04	16·18	13·94	2·44	28·71	31·07	Dacca.			
0·28	0·93	1·03	0·03	...	0·32	1·65	...	...	...	...	12	18·31	11·04	13·78	1·65	23·53	32·61	Narayanganj.			
0·50	5·89	0·70	0·33	...	...	0·77	...	...	...	...	20	16·13	14·29	11·93	5·80	34·52	26·48	Manikganj.			
1·15	2·40	0·36	...	0·20	0·30	1·00	...	0·35	...	...	17	18·80	11·88	13·75	2·40	29·61	32·17	Jaydebpur.			
4·21	2·65	1·35	0·11	0·03	2·05	0·03	4·64	0·54	...	1·75	23	17·19	27·44	13·51	4·64	50·44	38·49	Kishorganj ...	Mymensingh.		
0·44	2·15	0·29	0·10	...	0·02	0·71	...	...	...	0·10	16	13·35	10·43	11·29	2·33	25·96	28·22	Atia (*Tangail*).			
2·82	1·17	1·03	0·12	...	3·50	4·65	0·67	0·53	...	2·41	26	19·27	39·86	15·56	5·70	66·95	40·54	Mymensingh.			
1·90	1·86	0·95	1·78	1·60	...	0·99	0·75	...	...	0·40	22	16·00	22·98	13·19	3·75	50·02	33·28	Jamalpur.			
2·01	0·90	0·65	0·32	...	...	0·25	0·39	0·18	...	0·95	22	20·92	25·35	18·74	6·55	60·59	48·86	Netrokona.			
0·75	0·75	0·59	0·86	1·05	0·59	...	0·26	0·45	0·29	0·27	23	14·10	14·46	11·72	2·25	31·60	29·17	Subarnakhali.			
4·20	1·29	2·10	...	0·10	0·20	0·10	0·10	0·20	0·40	0·10	20	21·00	15·90	32·64	4·20	63·35	70·55	Durgapur.			
2·00	2·50	1·25	3·00	...	...	2·50	1·50	...	...	1·50	21	?	24·85	?	3·00	43·02	?	*Sherepur Town*			
3·60	...	1·80	...	...	3·00	3·10	...	1·00	...	0·10	15	12·80	28·15	12·70	3·60	53·65	37·84	Diwanganj.			
7·38	0·35	1·91	...	0·40	3·30	0·37	0·19	...	...	0·11	21	?	30·98	?	7·38	54·13	?	*Nalitabari.*			
0·18	0·01	0·07	0·22	...	0·20	...	0·58	...	1·58	...	21	17·23	8·03	11·91	1·58	17·27	28·50	Madaripur ...	Faridpur.		
0·04	2·21	1·78	1·34	...	0·07	0·45	...	...	2·17	1·01	18	17·16	14·48	12·21	2·21	32·15	29·72	Faridpur.			
...	2·11	4·04	1·66	...	...	0·42	...	...	...	0·80	11	15·24	12·61	11·43	4·04	23·16	27·57	Goalundo.			
...	0·20	0·11	...	...	1·42	0·52	0·21	...	0·50	0·06	20	22·25	22·33	29·90	3·57	39·50	54·50	Patuakhali ...	Backergunge.		
0·07	0·50	...	0·72	...	0·74	0·68	...	0·07	0·87	0·90	19	17·85	17·59	15·81	2·50	35·46	35·62	Pirojpur.			
0·16	...	...	...	...	0·35	1·09	...	...	0·40	...	20	21·04	19·88	15·76	4·10	41·23	36·13	Barisal.			
0·02	0·32	0·41	0·09	...	2·66	2·37	0·39	0·16	1·53	0·32	23	19·10	18·09	13·18	2·66	35·33	30·32	Gaurnadi.			
...	0·17	0·18	...	...	1·80	2·25	0·43	0·29	0·62	...	23	22·68	21·31	17·57	3·13	47·40	39·82	Bhola.			
0·02	0·18	...	0·10	...	1·35	...	...	...	...	1·30	20	?	22·31	?	3·37	53·91	?	*Doulatkhan.*			
0·09	0·12	0·40	...	...	5·12	...	...	...	1·30	0·40	21	20·60	23·87	19·65	5·12	50·38	39·23	Bauphal.			
3·60	2·56	0·45	0·42	0·35	2·15	...	...	...	0·35	0·52	18	12·87	19·33	11·59	3·60	42·74	31·51	Agartola	Hill Tippera.	Chittagong.	
0·47	1·97	0·88	0·43	...	2·74	0·10	...	...	0·69	0·10	22	19·22	23·79	16·38	2·74	48·23	39·68	Comilla	Tippera.		
0·15	0·10	0·51	0·14	...	2·59	0·70	0·01	0·04	0·01	...	21	19·94	11·95	14·70	2·59	27·32	35·52	Chandpur.			
6·10	3·70	1·12	0·34	...	3·34	0·37	...	...	0·05	0·10	18	16·54	27·40	11·27	6·10	49·98	32·11	Brahmanbaria.			
0·49	0·62	0·53	...	...	0·19	1·87	...	...	0·05	...	16	14·10	14·17	12·51	1·87	30·56	28·49	Ramchandrapur.			
5·30	4·00	1·80	0·50	3·80	...	...	0·40	...	...	...	20	12·30	26·69	8·56	5·30	46·17	26·44	Nasirnagar.			
...	0·15	1·62	0·14	...	0·12	1·15	0·12	...	0·06	0·15	14	15·00	16·01	11·32	2·55	18·70	28·56	Daudkandi.			
2·15	1·05	1·40	0·75	...	3·70	0·85	...	...	...	0·10	21	15·10	24·79	11·60	3·70	57·44	31·43	Kasba.			
1·80	0·42	...	...	0·75	1·33	...	...	0·90	0·52	...	19	14·90	21·11	18·83	3·35	49·04	37·33	Laksam.			
...	...	0·34	...	...	2·78	0·58	0·03	...	0·12	0·04	21	20·12	27·09	23·74	4·06	70·07	53·34	Noakhali ...	Noakhali.		
0·28	0·02	1·42	0·26	...	1·17	0·75	0·04	0·06	0·13	0·44	18	22·58	27·42	24·47	4·60	59·32	54·63	Fenny.			
0·07	0·33	2·43	...	1·75	2·24	0·42	0·18	0·15	0·35	0·06	22	21·50	29·25	32·68	5·00	68·03	60·85	Harishpur.			
...	1·20	0·55	...	...	0·90	3·10	...	...	0·35	0·03	17	20·20	18·78	17·73	3·10	51·47	39·09	Ramganj.			
2·65	0·22	1·45	0·69	...	1·59	2·75	0·23	0·08	1·72	0·19	23	?	33·17	?	5·26	65·60	?	*Chhagalnaya.*			
...	...	...	...	...	2·69	1·08	0·35	0·30	...	...	19	?	27·83	?	6·70	58·65	?	*Hatya.*			
...	0·38	0·10	...	0·21	3·90	1·48	0·09	...	2·30	0·06	20	?	23·06	?	3·90	51·34	?	*Lakhipur.*			
0·06	2·08	0·03	...	0·39	2·40	0·02	0·03	...	0·01	0·04	19	23·53	35·24	40·51	6·47	75·03	78·67	Cox's Bazar	Chittagong.		
0·40	1·62	0·13	...	0·12	2·73	0·32	...	...	0·02	0·12	22	19·81	19·50	23·20	2·82	55·30	51·70	Chittagong.			
1·60	3·40	...	...	...	0·40	...	...	...	...	0·71	16	22·40	18·56	33·71	3·40	51·68	63·38	Kutubdia.			
1·94	0·34	...	...	1·58	1·27	0·28	0·07	...	...	0·07	15	21·10	14·28	26·56	1·94	44·64	52·98	Satkania.			
2·06	0·10	0·52	...	1·95	0·51	...	...	...	0·45	1·09	18	20·62	13·59	17·92	2·06	43·16	42·15	Kodala.			
0·27	0·50	...	...	1·48	0·11	...	...	...	0·19	...	19	?	18·98	?	3·00	53·29	?	*Fenoa.*			
0·09	0·26	1·73	...	...	3·65	1·31	0·09	0·24	0·12	0·03	20	?	29·77	?	5·52	72·69	?	*Mirsarai.*			
0·25	0·97	0·09	...	0·55	0·62	0·10	...	...	0·05	1·24	23	22·08	11·48	18·58	2·22	34·58	32·06	Rangamati	Chittagong Hill Tracts.		
0·42	0·59	...	...	0·86	0·49	0·19	...	...	0·06	0·90	17	?	13·28	?	2·13	36·71	?	*Bandarban*			
0·28	0·04	0·08	...	...	...	2·18	1·26	...	...	...	12	13·96	14·69	11·75	6·12	23·45	20·42	Patna ...	Patna.	Patna.	Bihar.
0·30	0·02	...	...	0·04	...	0·89	0·06	...	...	0·01	11	14·53	10·13	12·09	3·90	16·53	20·18	Dinapore.			
0·10	...	0·26	0·20	1·19	1·53	0·04	...	...	...	...	13	15·11	6·73	12·95	1·53	15·44	21·04	Bihar.			
0·25	0·05	0·28	...	0·10	0·25	0·20	0·15	...	...	...	17	13·38	5·83	12·12	1·45	19·81	19·14	Barh.			
0·10	...	...	...	2·90	0·73	...	...	...	...	...	8	15·11	8·41	12·91	2·90	19·26	21·37	Bikram.			
0·10	...	...	...	...	...	...	...	...	...	...	7	14·56	7·30	11·39	2·75	21·00	21·23	Hilsa.			
...	...	...	1·10	...	...	0·13	0·59	...	...	...	11	13·80	6·96	12·75	2·42	14·67	19·26	Aurungabad...	Gaya.		
0·09	...	0·17	0·09	0·08	...	2·23	0·76	...	0·14	...	12	15·69	4·91	13·10	2·23	12·74	20·69	Gaya.			
...	...	0·32	0·02	0·10	...	1·30	0·02	...	...	...	12	13·96	7·18	11·71	1·80	15·42	19·24	Nawada.			
...	...	0·03	0·04	0·99	...	0·40	0·10	...	...	...	11	13·91	5·17	12·60	1·02	14·83	19·25	Jahanabad.			
0·10	...	...	...	0·61	...	0·25	0·30	...	...	...	12	12·99	7·83	13·74	1·30	14·45	19·76	Arwal.			
...	...	0·02	0·35	0·05	...	0·20	3·75	...	0·03	...	10	13·90	10·41	11·72	3·75	16·31	17·40	Daudnagar.			
0·25	...	...	0·24	0·42	...	0·07	...	0·33	...	0·12	14	12·20	6·17	9·66	1·42	12·84	15·18	Sherghati.			
		Not recorded.										17·25	...	11·56	...		19·12	Rajauli.			
0·14	...	...	...	0·25	...	...	0·52	...	...	0·55	13	11·60	6·35	12·17	1·20	17·25	18·95	Pakri Barawan			
0·05	...	...	0·75	...	...	0·26	0·09	...	0·31	0·09	11	?	5·51	?	1·15	9·29	?	Deo.			
0·03	...	...	...	1·35	...	...	1·02	...	...	...	11	14·07	10·42	11·68	2·40	14·88	17·45	Buxar ...	Shahabad.		
0·01	...	0·36	0·13	...	...	0·20	1·98	0·06	0·01	...	14	14·62	5·83	11·73	1·20	11·35	18·31	Dehri.			
...	...	...	...	0·51	...	...	0·40	...	...	...	10	13·96	5·95	12·22	1·85	10·47	17·90	Shabhua.			
...	...	...	0·39	...	...	...	...	0·55	0·40	...	12	14·23	8·79	11·06	1·60	14·64	16·95	Sasaram.			
0·05	0·32	0·18	...	...	0·21	0·95	...	...	...	0·06	15	15·03	16·84	12·11	9·51	21·50	19·35	Arrah.			
...	...	...	...	...	2·14	1·35	0·47	0·41	...	...	8	14·60	6·88	11·31	2·14	10·49	16·41	Mohanea.			
0·30	...	0·50	0·12	0·22	0·25	1·16	...	...	...	...	14	?	6·77	?	1·40	9·55	?	*Khiri.*			
0·03	...	...	...	...	...	1·00	0·40	...	...	...	12	?	7·65	?	1·97	13·58	?	*Ageaon.*			
...	...	...	...	0·07	...	0·32	0·15	...	...	...	10	?	5·58	?	1·17	10·24	?	*Ramagar.*			
...	...	...	...	...	...	...	...	0·58	...	...	8	?	5·77	?	1·30	9·57	?	*Koath.*			
0·02	...	...	0·27	...	0·21	0·10	0·40	...	...	...	12	?	4·90	?	1·30	8·49	?	*Sikraul.*			
...	...	...	...	0·48	...	0·06	0·87	...	...	0·30	13	?	6·82	?	1·06	12·35	?	*Bassawan.*			
...	...	...	...	0·38	...	0·09	0·78	...	...	...	15	?	6·77	?	1·68	9·68	?	*Monaharpur.*			
0·04	...	0·05	...	0·37	0·02	0·03	2·47	0·19	...	...	14	?	8·70	?	2·47	13·57	?	*Chausa.*			

Table of Rainfall recorded at station

Meteorological Division.	Division.	District.	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
BIHAR—concluded.	Patna—concluded.	Saran ...	Gopalganj ...	...	1·06	0·10	0·65	0·04	0·23	...	...	...	...	...	0·20	...	...	...	2·23	0·27	1·53	1·18	1·21
			Siwan ...	...	0·41	...	0·99	...	0·14	...	...	...	...	...	0·38	...	...	...	1·81	0·98	1·91	0·44	0·08
			Ekma ...	...	...	...	0·85	...	...	...	0·11	0·45	...	0·10	0·15	0·20	...	...	...	4·30	1·30	0·38	...
			Chapra ...	...	...	...	1·10	0·04	0·16	...	0·29	0·02	...	...	0·53	0·09	0·87	...	0·28	0·29	2·38	1·78	0·39
			Hathwa ...	0·43	0·20	2·00	...	0·11	...	0·70	...	...	...	...	0·63	0·35	...	0·15	1·13	0·45	1·23	0·46	0·20
			Amnaur ...	...	...	...	0·24	0·23	...	...	...	0·03	...	...	...	0·27	...	...	0·50	0·80	1·40	1·50	0·05
			Basantpur ...	...	0·15	...	...	...	...	...	...	0·32	...	...	...	...	...	...	0·39	0·58	1·27	0·42	0·23
			Darauli ...	...	...	...	1·22	...	...	...	...	...	...	...	0·26	1·00	0·13	...	0·20	1·26	1·25	0·25	...
			Bhoreh ...	...	0·29	0·10	0·75	...	0·58	0·11	...	...	...	...	0·10	0·28	...	0·05	1·05	0·30	0·58	0·28	0·07
		Champaran ...	Motihari ...	0·68	0·61	0·08	1·05	0·93	0·04	...	...	0·10	...	...	0·33	0·60	0·03	...	0·09	0·76	0·56	0·71	0·58
			Bettiah ...	...	0·98	0·36	0·20	...	...	...	...	0·18	0·10	...	0·13	1·00	...	0·19	0·88	0·19	0·05	1·18	1·04
			Bagaha ...	0·02	0·66	1·10	0·29	0·04	...	0·61	...	...	0·28	...	...	0·02	...	0·07	...	0·70	0·07	0·40	0·55
			Burhurwa ...	...	0·42	0·12	0·47	...	0·06	...	...	0·54	...	...	...	0·12	0·35	...	0·19	0·61	1·66	0·45	1·82
			Ramnagar ...	1·24	0·11	0·83	0·27	0·07	...	0·07	0·20	...	0·50	...	0·20	0·05	0·24	0·02	0·09	2·05	...	...	1·18
		Muzaffarpur...	Sitamarhi ...	...	2·03	...	...	...	...	1·10	0·22	0·12	...	...	...	0·27	...	...	...	4·70	0·11	0·23	2·50
			Muzaffarpur ...	...	0·68	...	1·61	1·33	0·66	...	...	...	...	...	...	0·02	0·03	...	...	0·97	1·77	0·07	1·35
			Hajipur ...	...	...	...	0·05	...	...	...	0·67	...	...	...	0·26	0.18	0·18	...	0·11	1·87	0·73	2·20	1·01
			Paru ...	...	0·35	...	...	...	...	0·10	...	...	...	...	...	0·37	0·15	...	...	3·85	1·33	1·65	...
			Mahuwa ...																				
			Shiuhar ...	0·75	0·72	...	0·62	...	...	...	...	0·25	...	...	...	...	...	...	...	0·50	0·28	...	0·40
			Pupri ...	...	2·76	0·55	...	...	0·22	...	...	...	...	...	0·11	...	0·02	...	...	0·47	0·09	0·25	0·35
		Darbhanga ...	Tajpur (Samastipur).	...	0·15	...	0·48	0·72	0·06	0·03	0·48	...	...	0·04	0·03	...	0·40	0·06	0·16	3·13	2·51	0·50	0·65
			Darbhanga ...	...	0·83	1·14	0·06	0·82	...	...	0·12	0·17	0·13	...	...	0·25	...	...	0·02	...	1·24	0·34	0·50
			Madhubani ...	...	1·02	1·04	...	...	0·24	...	0·47	0·04	...	...	0·20	...	0·09	0·35	0·36	...	0·61	0·53	0·23
			Bahera ...	...	0·34	0·90	...	0·05	...	...	0·15	...	0·09	...	0·12	0·32	0·15	...	...	...	2·61	...	0·34
			Rosera ...	...	0·10	...	3·30	...	0·03	...	0·23	...	...	0·15	...	0·54	...	0·60	1·04	1·30	1·40	1·15	0·50
	Bhagalpur.	Monghyr ...	Begusarai ...	...	...	0·14	...	0·31	...	0·38	0·16	...	0·04	2·21	0·29	0·21	0·40	0·07	1·22	2·74	5·85	0·37	1·44
			Monghyr ...	...	0·09	0·13	...	2·23	0·24	0·19	0·69	0·11	0·07	0·46	0·09	0·05	0·44	0·19	1·32	1·72	1·09	0·66	0·33
			Jamui ...	...	...	0·67	...	...	...	0·62	...	...	0·15	...	0·08	0·36	0·51	...	1·52	1·13	0·28	0·06	0·14
			Gogri ...	...	...	...	...	...	1·68	0·13	0·22	...	...	1·06	...	0·25	...	...	0·77	4·47	1·30	...	0·09
			Jamalpur ...	...	...	0·28	...	2·84	...	0·38	0·61	...	...	2·11	0·86	...	0·58	0·19	0·82	1·37	1·38	1·30	0·84
			Bhaikhpura ...	...	...	0·33	...	...	...	0·38	...	...	...	...	...	...	0·85	...	...	...	0·26	0·25	1·28
			Chakai Bamda	...	...	0·05	0·04	...	...	0·17	0·19	0·09	0·02	1·04	0·12	...	0·35	0·09	0·25	0·63	2·19	0·49	0·80
			Chupreon ...	0·26	2·76	...	...	...	...	0·19	...	...	0·05	...	1·55	...	0·10	0·85	1·48	1·87	2·93	0·74	0·85
			Gidhour ...	...	...	0·16	0·10	...	...	0·20	...	0·20	0·14	0·11	0·08	0·20	0·44	0·17	0·40	2·00	0·17	0·20	0·20
			Khargpur ...	...	...	...	0·40	0·50	...	...	0·66	0·27	...	0·59	...	...	0·26	...	0·62	1·38	0·56	0·05	0·15
		Bhagalpur ...	Madhipura ...	...	...	3·04	0·66	...	0·02	0·01	...	...	0·04	0·02	0·03	0·04	0·03	0·66	1·31	0·26	0·68	0·23	0·43
			Bongaon (*Sufabad*).	...	...	3·48						0·25				1·48		...	2·03	1·25	1·77	...	1·70
			Supaul ...	...	0·29	4·30	...	0·02	0·60	0·03	0·33	0·02	0·02	0·05	0·30	0·21	0·08	0·16	0·42	0·25	4·05	1·38	0·97
			Pratapganj ...	...	1·21	0·30	...	...	...	0·18	...	...	...	...	...	...	...	0·85	0·75	0·21	0·19	0·79	1·25
			Bhagalpur ...	...	...	0·37	4·80	0·03	0·07	0·05	0·09	0·19	0·05	0·08	0·04	0·01	0·19	0·51	0·71	1·20	2·09	1·54	0·58
			Banka ...	...	...	...	2·90	0·40	4·55	...	0·13	...	...	0·60	1·05	...	1·32	0·24	...	1·50	0·40	0·70	0·15
			Colgong ...	...	...	0·40	2·80	...	0·50	0·15	0·23	0·60	0·10	0·20	...	...	0·55	...	0·05	2·30	0·80	1·70	1·30
			Bansil ...	...	...	...	2·15	0·82	...	...	0·15	...	0·25	0·45	...	0·09	0·94	0·42	...	...	0·17	...	...
		Purnea ...	Kishanganj ...	...	0·38	1·22	...	1·10	...	0·04	0·12	...	...	...	0·47	...	0·10	0·80	2·13	3·33	2·75	3·43	0·25
			Araria ...	0·71	...	...	...	0·10	...	...	0·23	...	...	...	0·17	...	0·20	0·08	1·35	0·90	0·05	2·50	0·34
			Purnea ...	0·02	0·12	1·28	0·20	0·52	0·18	0·48	0·04	...	0·02	0·26	...	0·07	...	0·46	2·80	2·48	0·08	2·40	0·65
			Gondwara (Korah).	...	5·35	1·00	0·77	...	0·04	...	0·16	0·56	0·50	0·92	0·40	1·40	...	1·48	5·00	0·90	2·00	0·50	2·10
			Barsoe ...	1·00	1·30	...	1·00	1·20	2·00	2·10	...	...	1·00	...		...	...	1·00	1·00	1·64	1·30	1·80	1·00
			Forbesganj ...	...	1·43	1·70	...	0·15	...	0·35	...	...	...	...	0·05	...	...	0·80	0·62	0·30	1·00	0·80	0·05
			Kaliaganj ...	0·03	1·50	0·45	...	...	...	0·80	...	1·00	...	1·50	...	0·10	...	1·84	2·83	2·10	1·50	4·20	...
		Malda ...	Malda ...	...	...	0·04	1·56	0·05	0·12	0·08	0·03	...	0·03	0·05	...	0·19	0·03	0·28	0·20	0·02	3·07	0·02	0·01
			Chanchal ...	...	...	1·80	1·09	0·32	0·52	0·62	...	...	0·25	0·35	...	0·52	0·40	0·96	0·15	0·65	0·67	0·11	0·06
			Gajol ...	...	...	1·57	0·37	0·15	...	0·40	...	...	0·08	...	...	...	1·04	0·72	...	0·57	0·54	0·08	...
			Sibganj ...	...	...	0·07	0·54	...	0·44	0·22	...	0·04	...	...	0·22	...	0·83	...	0·35	0·56	3·35	0·81	0·18
	Sonthal Parganas.		Rajmahal ...	...	...	0·18	1·13	0·08	0·42	0·77	...	0·18	0·05	0·14	...	0·32	0·36	0·27	0·02	1·22	0·62	0·06	0·12
			Godda ...	...	...	...	1·34	0·52	0·28	0·17	0·03	...	0·56	1·27	0·37	0·42	0·19	...	...	0·94	0·33	0·03	0·15
			Pakaur ...	...	...	0·14	2·50	0·10	0·86	0·83	0·05	0·10	0·25	0·08	0·14	0·55	0·93	0·12	0·46	1·00	1·25	0·70	0·65
			Naya Dumka	...	...	0·11	2·35	0·30	0·33	0·65	0·38	0·02	0·19	2·03	0·86	0·15	0·92	0·21	...	0·14	0·20	0·08	0·67
			Deoghur ...	...	...	...	2·42	...	...	0·42	0·41	0·42	...	0·82	0·58	0·48	0·22	0·12	0·19	0·08	0·52	0·61	1·22
			Jamtara ...	...	...	0·41	1·41	...	0·02	0·35	...	...	0·47	0·14	0·75	0·02	0·54	...	...	0·05	0·69	0·02	0·43
			Mohagama ...	...	...	...	3·80	...	3·94	0·25	0·22	0·05	...	0·30	0·40	0·25	0·10	0·21	...	1·02	...	...	...
			Nanihat ...	...	...	2·55	1·50	0·65	0·20	0·48	...	0·30	3·13	...	0·53	...	...	...	0·83	1·37	0·70	...	...
			Assenboni ...	...	...	...	4·67	...	0·37	0·66	0·36	...	1·00	0·35	...	...	0·40	...	1·00	1·22	...	0·33	0·70
			Katikund ...	...	...	2·25	0·15	0·20	0·50	...	0·15	0·55	0·65	0·20	0·15	0·25	1·35	0·45	0·35	0·25	1·45	0·90	1·05
			Madhupur ...	...	...	0·02	0·60	...	...	0·35	...	0·11	0·15	0·55	0·58	...	0·64	0·24	0·05	...	0·60	0·18	1·15
			Sarwan ...	...	...	...	0·23	...	...	0·28	...	0·70	0·13	0·68	0·13	0·05	0·23	0·27	...	...	...	0·59	1·42
			Sarath ...	...	...	...	0·82	0·06	0·30	1·50	...	...	0·47	1·05	0·27	...	0·70	0·14	0·28	0·11	1·43	...	0·88
			Barkope ...	...	...	...	3·40	0·42	0·60	0·16	0·15	0·21	0·10	0·19	0·32	0·12	0·10	0·38	0·25	0·48	0·12	0·40	2·32
			Bhagya ...	...	...	0·34	3·40	...	0·25	0·46	...	...	...	...	...	...	...	...	...	...	...	1·80	...
			Mohespore ...	...	...	...	1·70	0·27	2·01	0·90	...	0·18	1·10	1·45	...	0·75	0·49	0·03	...	0·14	1·55	0·83	1·51
			Hiranpur ...	...	0·07	5·25	0·12	2·40	0·54	0·04	...	0·12	0·33	0·09	0·05	0·40	0·38	0·71	1·63	...	0·17	0·70	1·12
			Barharwa ...	...	...	...	2·90	0·62	0·18	0·48	1·20	0·18	0·02	0·32	0·27	0·45	1·17	0·57	0·05	0·03	2·26	2·54	1·19
			Sahibganj ...	...	...	0·50	2·01	...	...	0·50	0·19	...	0·07	...	0·06	0·17	1·02	0·65	0·11	1·41	0·35	...	0·62
			Bario ...	...	0·40	4·30	...	0·92	0·21	1·90	...	...	0·34	0·16	...	0·70	0·70	...	1·57	1·80	...	0·14	1·36
ORISSA.	Orissa.	Cuttack ...	Jagatsingpur	...	...	1·30	...	2·50	1·40	0·10	...	...	...	...	2·08	0·05	...	...	0·05	...	...	...	...
			Banki ...	...	...	0·02	...	1·61	0·41	0·07	0·02	0·23	0·21	...	0·11	0·79	0·38	0·01	0·05	1·44	0·01	...	...
			Cuttack ...	...	1·32	...	0·47	0·20	0·11	...	0·07	0·47	0·18	0·88	1·17	0·30	...	...	0·29	...	0·13	...	0·04
			False Point ...	...	...	0·10	...	2·10	1·00	1·74	...	...	0·60	0·03	0·30	6·00	0·73	1·54	0·03	0·08	0·21	0·30	...
			Kendrapara ...	...	1·42	...	0·20	0·50	0·42	0·40	0·45	...	0·80	...	...	4·70	0·54	...	...	0·23	...	...	...
			Jajpur ...	...	...	...	0·29	0·72	0·74	1·07	0·61	2·60	0·91	...	...	8·15	0·65	...	...	0·17	0·07	...	...
			Dharmsala ...	...	0·50	0·30	0·60	2·25	2·95	2·45	0·75	0·15	...	...	1·25	4·10	1·50	...	0·27	0·33	0·06	...	...
			Salipore ...	...	...	0·90	...	1·67	1·15	0·13	0·30	...	...	...	0·42	1·50	0·85	...	...	0·63	0·10	...	...
			Pal Lahara ...	...	...	0·11	...	0·02	...	3·24	0·35	0·87	2·96	0·41	2·26	10·05	2·64	1·92	0·27	...	0·09	0·09	...
		Balasore ...	Akhyapada ...	...	...	0·20	...	0·97	1·30	0·26	0·04	2·55	1·50	...	0·11	10·09	1·19	0·04	...	0·57	0·11	...	...
			Chandbali ...	...	...	...	0·63	0·33	0·13	0·23	0·37	...	0·38	...	...	13·40	0·65	...	...	0·24	...	...	...
			Bhadrak ...	...	...	0·90	0·19	0·21	0·39	0·39	...	0·21	1·20	...	...	2·92	0·80	0·20	...	1·20	...	0·40	...
			Soro ...	...	...	0·17	0·62	1·15	1·33	2·17	0·06	...	0·44	...	...	1·87	0·41	0·04	...	1·58	0·64	...	...
			Balasore ...	...	...	...	...	0·12	...	1·12	0·68	0·10	...	...	...	3·00	1·50	...	...	0·75	0·82	...	...
			Jellasore ...	...	...	0·29	...	0·25	...	0·05	0·75	0·21	0·43	...	...	1·41	0·23	...	...	0·26	0·53	...	...
			Baripada ...	...	...	...	...	0·08	0·12	0·04	0·96	0·88	...	0·20	0·80	1·30	0·58	0·14	...	0·10	0·02	0·58	0·12
		Puri ...	Puri ...	...	...	2·30	0·02	0·50	1·13	0·04	0·02	...	0·01	...	0·05	0·74	0·64	0·10	...	...	...	...	...
			Khurda ...	...	...	...	0·10	0·50	2·90	0·10	...	...	0·42	...	0·20	2·20	0·18	...	...	0·17	...	...	0·24
			Bhanpur ...	...	...	...	...	...	1·63	0·08	0·32	...	0·08	...	...	0·40	0·15	...	...	0·18	0·14	...	...
			Gop ...	...	...	2·20	...	1·05	2·53	0·19	...	...	...	...	1·50	0·50	0·66	0·45	...	...	...	...	...
			Satpara ...	...	...	...	0·10	0·02	1·60	0·45	0·30	0·40	...	...	0·20	0·70	0·30	...	...	...	...	...	...
			Pipli ...	...	...	0·63	...	1·04	1·75	0·06	...	...	0·13	...	0·04	1·31	0·49	0·01	...	...	0·01	0·05	...
			Nayagarh ...	...	...	...	0·04	1·95	0·30	...	0·15	0·46	1·80	0·15	0·31	0·20	...	...	...	0·42	0·48	...	...
			Ranpur ...	...	...	...	...	0·23	2·09	0·52	...	...	1·63	...	0·10	0·80	0·12	...	...	0·20	...	...	...
			Kanas ...	...	...	...	0·10	2·70	2·35	0·35	0·09	0·10	...	...	0·05	2·00	0·25	...	...	...	...	...	...

n Bengal in July 1900—*continued.*

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days.	Average number of rainy days.	Total rainfall for the month.	Average rainfall for the month.	Heaviest rainfall during the month.	Total rainfall from 16th May 1900 up to 31st July 1900.	Average rainfall from 16th May up to 31st July.	Station.	District.	Division.	Meteorological Division.
2·16	0·11	0·22	...	...	...	0·30	0·45	...	0·03	...	15	13·41	11·94	12·43	2·23	18·21	20·83	Gopalganj ...	Saran.	Patna—*concluded.*	Bihar—*concluded.*
0·19	...	0·38	0·79	0·33	...	...	0·08	0·75	...	...	13	14·00	9·69	11·94	1·94	15·58	20·18	Siwan.			
0·50	...	0·45	0·11	...	...	...	1·45	...	...	...	13	?	10·35	?	4·30	18·03	?	*Ekma.*			
0·17	...	0·05	0·06	0·24	...	0·46	0·07	...	0·01	...	13	14·15	9·28	12·06	2·38	18·39	19·22	Chapra.			
0·39	...	0·28	0·81	1·54	...	...	0·21	1·15	...	...	19	?	12·42	?	2·00	21·90	?	*Hathwa.*			
0·29	...	2·00	...	0·72	...	...	0·30	0·12	0·10	...	13	?	8·55	?	2·00	16·51	?	*Amnaur.*			
1·32	...	0·31	...	...	...	0·29	...	...	...	...	16	?	5·28	?	1·32	15·47	?	*Basantpur.*			
...	...	0·70	0·50	...	...	1·66	0·78	...	...	...	12	?	9·15	?	1·66	14·27	?	*Darowlee.*			
0·29	...	0·60	1·08	0·14	...	2·83	1·25	1·02	...	...	19	?	13·14	?	2·85	22·54	?	*Bhoreh.*			
0·52	1·15	1·35	0·04	...	0·05	0·02	...	1·45	0·15	0·26	16	12·60	11·60	13·39	1·45	21·93	24·40	Motihari ...	Champaran.		
0·55	0·64	1·70	0·20	0·03	...	0·30	0·12	0·29	0·12	0·55	21	12·72	10·98	13·83	1·70	18·58	24·24	Bettiah.			
0·82	0·78	1·42	0·05	0·11	...	0·08	0·33	...	1·26	0·43	14	15·10	9·49	16·41	1·42	17·48	31·64	Bagaha.			
2·07	0·25	1·58	0·16	0·01	...	...	1·83	0·30	0·02	0·02	17	13·35	13·06	11·42	2·07	18·69	21·88	Burhurwa.			
2·03	3·59	2·03	0·08	...	...	...	0·42	1·13	...	0·47	16	?	16·87	?	3·59	28·47	?	*Ramnagar.*			
1·56	2·32	1·26	...	...	...	0·31	0·09	...	0·29	...	14	11·80	17·71	12·62	4·70	32·59	22·75	Sitamarhi	Muzaffarpur.		
0·43	0·06	0·83	...	0·21	...	2·58	0·08	0·01	1·00	0·21	13	14·34	13·90	12·46	2·58	23·83	21·25	Muzaffarpur.			
0·58	0·02	0·43	...	0·07	...	0·56	...	...	0·01	...	12	14·24	8·94	12·19	2·20	16·16	20·12	Hajipur.			
1·64	...	2·72	...	0·60	...	0·23	0·50	0·10	0·01	...	13	12·50	13·40	11·71	3·65	19·68	19·49	Paru.			
												12·39		12·54			21·10	Mahuwa.			
0·80	0·32	0·80	...	...	...	...	...	3·55	0·10	...	12	11·00	9·69	11·18	3·55	20·69	19·59	Shiuhar.			
1·55	0·74	1·64	...	...	...	0·51	...	0·74	1·27	0·40	14	11·57	11·67	14·00	2·76	19·77	24·43	Pupri.			
0·31	...	1·20	0·02	0·05	0·10	0·08	...	0·15	0·25	0·32	16	13·24	11·88	12·52	3·13	20·15	21·26	Tajpur ..	Darbhanga.		
0·47	1·12	0·78	0·07	...	...	1·02	0·09	1·17	1·73	0·09	16	14·20	12·16	12·29	1·73	24·46	21·20	Darbhanga.			
1·82	0·77	1·53	0·02	...	...	0·28	0·28	1·76	0·65	0·07	17	12·92	12·36	12·05	1·82	24·27	22·16	Madhubani.			
0·60	1·36	1·04	0·14	...	0·28	...	...	1·67	0·81	0·20	16	14·27	11·19	13·05	2·61	23·16	22·28	Bahera.			
...	...	...	0·71	..	1·40	...	0·10	3·30	...	0·06	15	14·20	15·91	12·35	3·30	25·83	19·84	Rosera.			
0·84	0·06	0·37	0·39	...	...	...	...	...	0·89	0·06	17	14·37	18·44	11·83	5·85	29·06	19·62	Begusarai ..	Monghyr ...	Bhagalpur.	
1·36	...	0·36	0·19	0·03	0·05	...	...	0·06	0·35	0·48	19	15·65	12·98	13·41	2·23	24·57	21·71	Monghyr.			
0·20	...	...	4·20	...	...	3·94	0·20	...	0·15	0·32	15	16·76	14·53	13·06	4·20	26·95	21·66	Jamui.			
2·08	...	2·33	0·12	..	...	...	0·28	...	0·36	0·50	14	13·30	15·64	15·90	4·47	31·94	25·82	Gogri.			
0·92	...	1·29	2·77	0·16	0·11	0·06	...	...	0·07	0·21	19	?	19·04	?	2·84	32·74	?	*Jamalpur.*			
0·98	...	0·55	...	0·35	.	0·08	...	...	0·31	0·25	11	9·20	6·47	11·91	1·48	16·39	20·71	Shaikhpura.			
1·69	0·05	0·15	2·16	0·18	0·04	0·28	1·21	...	0·64	0·61	17	?	12·87	?	2·19	24·80	?	*Chakai Ramda*			
0·57	0·15	1·05	...	...	...	...	...	...	2·11	0·23	16	?	17·73	?	2·93	29·63	?	*Chupreon.*			
...	...	...	0·72	...	...	0·06	0·57	...	...	0·13	17	?	6·25	?	2·00	19·79	?	*Gidhaur.*			
0·81	...	0·41	0·60	...	0·28	1·85	0·08	...	2·10	0·62	17	?	12·19	?	2·10	24·03	?	*Khargpur.*			
0·70	1·23	2·05	0·20	0·02	...	0·58	0·15	...	1·83	0·26	16	14·53	14·48	13·09	3·04	31·32	23·83	Madhipura ...	Bhagalpur.		
0·80	0·58	0·55	...	...	...	...	...	...	1·48	...		?		?			?	Bongaon (*Syfabad*).			
1·40	1·38	2·49	0·21	...	...	0·75	0·04	0·29	2·00	0·39	20	14·62	22·43	12·28	4·30	37·99	22·97	Supaul.			
0·67	1·75	0·68	0·33	...	...	...	1·06	0·63	0·63	1·52	17	15·09	12·91	16·12	1·75	34·58	29·77	Protabganj.			
2·71	0·16	0·19	0·14	...	...	0·15	0·32	..	...	0·66	17	15·61	16·93	12·73	4·80	37·59	21·96	Bhagalpur.			
0·32	2·85	...	...	...	...	...	0·53	...	0·60	...	16	16·65	15·24	11·63	2·90	29·91	21·30	Banka.			
2·43	0·25	...	0·19	...	...	...	0·17	...	...	0·19	18	16·27	14·91	12·88	2·43	39·60	23·85	Colgong.			
3·20	...	...	...	...	...	1·83	...	...	...	0·11	11	?	10·48	?	3·20	25·56	?	*Bansil.*			
2·30	0·60	1·61	0·10	0·75	...	3·39	0·10	2·90	0·42	0·66	22	17·84	25·95	18·71	3·43	51·83	37·88	Kishanganj ...	Purnea.		
1·19	1·94	0·10	0·86	...	...	0·13	0·05	7·35	0·50	...	17	16·48	19·35	17·10	7·35	41·32	33·51	Araria.			
1·70	1·95	0·17	0·61	0·02	1·47	0·19	0·67	0·45	0·82	0·06	22	17·00	21·06	15·12	2·80	45·95	28·65	Purnea.			
0·66	2·28	0·14	0·90	...	...	0·30	...	0·80	0·30	0·06	21	16·44	27·62	14·50	5·35	53·12	27·81	Gondwara (Korah).			
1·60	2·70	0·08	0·20	...	...	0·80	...	...	0·25	...	18	?	22·77	?	2·70	42·46	?	*Barsoe.*			
1·35	1·97	2·05	0·15	...	...	...	1·27	3·50	...	1·80	16	?	19·34	?	3·50	43·30	?	*Forbesganj.*			
1·90	3·80	2·30	...	...	...	1·20	...	3·80	...	...	16	18·56	30·95	23·18	4·20	49·77	44·96	Kaliaganj.			
1·52	2·01	0·58	...	...	...	0·20	0·03	...	1·32	...	11	15·73	11·44	11·95	3·07	25·34	24·76	Malda ...	Malda.		
1·23	2·46	0·03	...	...	0·59	...	0·65	0·38	3·30	0·40	22	17·42	18·11	14·74	2·46	38·10	29·20	Chanchal.			
2·13	2·20	0·25	...	1·20	...	0·65	0·40	0·52	4·30	0·62	16	15·82	18·23	14·98	4·60	42·07	25·82	Gajol.			
0·90	0·43	...	0·23	0·04	...	1·00	0·04	...	0·38	0·05	15	16·64	10·68	11·93	3·35	22·93	25·23	Sibganj.			
1·02	1·83	0·51	...	...	...	0·06	...	...	0·06	...	14	15·72	9·02	12·70	1·83	23·22	25·09	Rajmahal ...	Sonthal Parganas.		
1·12	0·04	0·03	...	0·17	0·07	1·52	0·03	0·40	...	0·16	17	16·54	9·94	12·23	1·52	27·94	22·13	Godda.			
1·10	0·15	0·05	0·40	...	1·50	0·17	0·05	0·65	...	0·05	22	17·10	14·83	13·59	2·50	27·21	27·59	Pakaur.			
0·90	0·07	...	0·25	..	0·66	1·02	2·77	...	...	...	20	18·66	15·26	13·71	2·77	25·32	25·39	Naya Dumka			
1·86	0·54	0·36	1·75	0·42	...	0·62	1·21	...	0·46	0·12	22	17·80	16·05	13·90	2·42	26·02	23·95	Deoghur.			
...	...	...	0·22	...	0·38	0·47	0·31	...	...	0·53	14	18·09	7·21	14·49	1·41	14·11	26·04	Jamtara.			
2·00	0·05	...	...	...	...	0·20	...	...	...	...	12	?	12·79	?	3·94	35·53	?	*Mohagama.*			
0·50	...	0·16	...	0·20	1·00	0·20	0·70	...	2·30	3·10	19	15·40	20·24	11·58	3·13	31·67	19·85	Nanihat.			
0·03	0·14	0·13	0·04	0·54	0·37	...	...	...	0·01	0·33	16	?	12·58	?	4·67	22·75	?	*Assenboni.*			
0·10	0·05	0·15	...	0·02	1·20	1·25	...	...	...	0·50	22	?	14·12	?	2·25	26·73	?	*Katikund.*			
0·74	0·12	0·09	0·23	0·24	0·09	0·62	0·34	...	0·15	0·01	19	?	8·45	?	1·15	20·10	?	*Madhupur.*			
0·95	...	0·26	...	...	0·20	1·23	...	...	...	...	14	?	7·35	?	1·42	17·71	?	*Sarwan.*			
0·15	0·04	...	0·06	...	0·14	0·58	0·24	...	0·04	0·10	17	?	9·06	?	1·50	15·37	?	*Sarath.*			
0·91	0·50	0·40	0·81	0·25	0·48	0·15	...	0·18	0·25	0·12	27	?	13·83	?	3·40	34·77	?	*Barkope.*			
1·94	0·54	0·45	0·81	...	...	...	...	...	...	...	9	?	9·99	?	3·40	29·29	?	*Bhagya.*			
1·83	0·15	0·18	...	...	0·75	...	0·37	0·35	...	...	19	?	16·34	?	2·01	28·21	?	*Mohespore.*			
0·38	0·80	0·12	...	...	...	...	0·15		0·04	...	17	?	15·63	?	5·25	32·71	?	*Hiranpur.*			
1·71	0·47	0·57	0·02	...	0·12	0·42	0·08	0·18	...	...	20	?	18·00	?	2·90	33·68	?	*Barharwa.*			
0·65	0·80	0·29	...	0·16	...	0·32	0·40	0·08	0·66	0·75	19	?	11·77	?	2·01	38·82	?	*Sahibganj.*			
1·29	0·40	...	...	...	0·89	0·50	0·53	...	0·90	0·22	20	?	18·63	?	4·30	40·81	?	*Bario.*			
...	...	...	...	...	...	0·10	...	0·20	...	0·65	8	13·54	8·43	11·66	2·50	18·70	21·67	Jagatsingpur	Cuttack.	Orissa.	Orissa.
0·61	0·11	...	...	...	0·22	...	...	...	0·37	0·90	13	15·13	7·57	10·98	1·61	16·53	23·43	Banki.			
0·12	0·12	...	0·40	...	...	...	...	...	1·13	0·70	16	16·35	8·10	12·91	1·32	13·28	27·50	Cuttack.			
..	...	...	...	...	...	0·13	0·62	...	...	0·08	15	14·77	16·79	13·41	6·00	24·29	26·35	False Point.			
...	...	...	...	...	...	0·33	...	...	...	0·10	12	13·84	10·09	11·88	4·70	17·03	24·55	Kendrapara.			
...	0·45	...	1·09	...	...	...	...	...	0·53	0·82	14	14·32	18·87	12·76	8·15	25·86	26·20	Jajpur.			
0·95	...	0·55	...	0·50	0·50	...	...	0·29	0·15	2·85	20	14·20	23·25	10·57	4·10	32·84	25·73	Dharmsala.			
..	0·12	...	...	...	..	...	0·25	...	0·02	0·23	13	13·60	8·57	9·99	1·97	16·58	24·65	Salipore.			
0·27	0·38	...	0·05	...	...	...	...	...	...	1·92	14	?	27·90	?	10·05	37·04	?	*Pal Lahara.*			
0·04	0·96	...	2·05	...	...	...	0·02	...	1·28	0·53	15	13·54	23·51	10·05	10·09	34·72	22·22	Akhyapada ...	Balasore.		
...	...	...	...	...	...	...	0·26	...	...	0·85	11	13·52	17·47	11·78	13·46	32·40	22·67	Chandbali.			
0·70	1·60	...	0·21	0·02	...	...	...	...	...	1·05	16	13·54	12·89	11·92	2·92	24·93	25·13	Bhadrak.			
0·17	0·67	0·03	0·37	...	...	...	0·04	...	...	0·87	12	13·91	11·75	11·22	2·17	26·04	23·11	Soro.			
...	0·16	0·50	0·80	...	...	0·40	0·13	...	0·05	0·88	14	15·08	11·11	13·04	3·00	25·87	25·44	Balasore.			
0·74	0·19	...	...	...	...	0·12	...	...	0·56	0·11	14	14·13	6·13	13·60	1·41	14·42	24·95	Jellasore.			
0·48	0·58	...	...	...	...	0·02	...	...	...	1·75	14	17·88	8·75	13·62	1·75	16·79	26·41	Baripada.			
...	...	...	...	...	0·01	...	0·80	...	0·11	0·50	9	13·04	6·98	9·80	2·30	14·26	19·89	Puri ...	Puri.		
...	..	...	...	...	...	...	0·05	0·50	...	0·17	12	16·31	8·43	12·83	2·90	16·71	24·95	Khurda.			
...	...	...	...	...	...	...	0·21	...	0·27	0·05	8	12·34	5·51	10·61	1·63	17·02	19·70	Banpur.			
...	...	...	...	...	...	...	0·25	1·50	...	1·24	10	12·40	11·97	10·53	2·53	15·94	22·15	Gop.			
...	...	...	...	...	...	...	..	...	0·30	0·69	10	?	4·97	?	1·60	16·75	?	*Satpara.*			
...	...	...	...	...	0·57	...	0·90	...	0·33	0·40	10	12·22	7·72	10·92	1·75	16·78	22·09	Pipli.			
1·40												?		?			?	*Nayagarh.*			
0·08	...	...	...	...	...	...	0·12	...	1·00	0·63	11	?	8·23	?	2·00	19·86	?	*Ranpur.*			
...	0·14	...	...	...	...	...	0·97	0·90	0·48	0·42	12	?	10·90	?	2·70	21·90	?	*Kanas.*			

Table of rainfall recorded at station

Meteorological Division.	Division.	District.	Station.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
CHOTA NAGPUR.	Chota Nagpur.	Hazaribagh ...	Pachamba (*Giridih*).	...	...	0·02	0·11	...	...	0·72	0·01	0·05	0·27	0·16	0·41	0·14	0·62	...	...	0·74	1·06	0·23	0·14
			Hazaribagh ...	..	...	...	...	0·16	0·30	0·30	0·07		0·09	0·02	0·23	0·35	0·58	0·21	0·03	1·08	0·17	0·04	0·06
			Barhi ...	...	...	...	...	0·41	0·06	0·11	0·38	0·07	0·12	0·16	0·39	1·59	0·78	...	...	2·00	0·22	...	0·02
			Chatra ..	..	...	0·02	...	0·35	...	0·69	0·07	...	0·05	0·39	0·03	0·14	0·32	0·09	...	0·03	0·02	0·36	0·02
			Karagdeha ...	...	...	...	...	...	...	2·66		...	...	...	...	1·01	..	...	...	...	...	...	...
		Ranchi ..	Ramgar ...	...	...	...	0·20	0·40	0·10	0·40	0·10	...	...	0·20	0·10	0·80	1·20	0·30	...	0·05	...	0·30	0·46
			Lohardaga ...	...	...	...	...	...	0·47	0·52	0·02	...	0·38	0·31	0·26	0·46	1·61	0·54	0·23	...	...	0·31	0·23
			Ranchi ...	...	...	0·03	...	...	0·05	1·00	0·09	0·18	0·45	0·18	0·29	0·25	3·40	0·44	0·05	...	0·09	0·08	0·02
			Silli ...	...	...	0·45	...	0·06	0·04	0·50	...	0·50	0·56	...	0·84	0·90	3·40	0·85	0·20	...	0·45	0·12	0·32
			Palkot ...	0·04	...	0·30	...	..	0·40	0·10	0·32	0·11	0·23	0·72	1·47	0·58	1·60	0·47	0·31	1·21	0·43	0·10	0·02
			Bano ...	...	0·14	...	...	0·09	0·54	0·15	0·61	0·37	2·59	0·50	0·30	2·20	0·54	0·27	1·47	0·14	0·18	0·14	...
			Tamar ...	...	...	...	...	0·93	0·23	0·65	0·08	...	0·05	0·95	0·33	1·02	2·05	...	...	..	...	1·50	...
			Kurdeg ...	..	...	1·65	...		0·50	...	0·50	3·10	...	...	3·69	2·30	1·40	0·34	0·90	0·20	...	1·00	...
			Chainpur ...	...	...	...	...	0·05	1·90	0·93	0·07	0·15	0·55	0·13	0·62	1·71	0·24	0·94	0·64	0·14	0·22	0·34	0·22
			Sirguja ...	...	...	...	...	...	...	...	...	1·00	5·00	3·30	0·20	2·50	0·50	...	1·20	0·80	1·50	...	0·50
			Jashpur ...	0·19	...	...	...	0·58	0·48	0·16	0·16	0·19	1·10	0·15	1·49	3·19	0·91	0·39	0·85	1·19	0·07	...	0·40
		Palamau ...	Gangpur Palamau (*Daltonganj*).	...	...	0·25	...	...	0·16	0·30	...	...	...	0·50	0·13	0·29	1·60	...	...	0·18	0·15	0·16	0·06
			Balumath ...	...	...	0·90	...	0·25	...	1·20	...	...	...	0·60	0·40	0·70	2·70	0·55	...	...	...	0·95	...
			Husainabad ..																				
			Garhwa ...	...	...	...	...	...	0·21	0·11	...	...	...	1·82	0·36	0·22	1·56	0·25	0·39	...	0·12	0·41	...
			Mahuadand ...	0·02	0·03	...	...	...	1·82	0·08	...	...	3·10	0·41	0·13	4·22	0·81	0·04	0·39	...	0·14	0·29	0·02
			Panki ...	0·21	...	0·38	...	...	1·12	...	...	0·11	0·20	0·45	1·19	0·30	4·14	...	0·40	...	0·09	...	...
			Latehar ...	...	...	...	...	...	0·45	0·35	0·10	0·10	0·48	1·00	2·00	1·40	2·80	...	...	0·55	0·20	0·50	...
			Nagarutari ...	...	0·05	...	...	0·05	0·05	1·06	...	...	...	1·30	0·02	0·34	0·86	0·65	...	0·45	0·48	0·87	0·02
			Ranka ...	...	...	...	...	...	...	0·60	...	...	..	0·95	0·70	0·30	2·40	0·20	0·15	...	...	...	0·32
			Chatterpur ..	...	...	...	...	...	...	0·07	0·48	..	...	0·36	1·69	0·42	3·89	0·08	0·09	0·18	...	...	...
		Manbhum ...	Purulia ...	...	...	0·06	...	0·15	0·01	0·21	0·20	0·41	0·31	0·45	0·03	0·22	0·89	0·20	...	0·01	0·10	0·02	0·02
			Gobindpur ...	...	...	1·93	...	...	0·01	0·25	0·21	0·34	0·42	0·76	0·35	0·38	0·37	...	...	...	0·77	0·01	0·01
			Raghunathpur	...	...	...	...	...		...	0·21	0·30	0·25	...	...	...	0·30	...	0·02	0·10	0·22	...	...
			Barahabhum	...	...	0·30	...	1·00	0·83	...	0·25	0·12	0·37	...	...	1·84	2·46	0·46	...	0·19	0·40	...	...
			Jhalda ...	...	...	1·09	...	0·15	0·38	0·29	...	0·12	0·38	0·59	0·97	0·91	2·78	0·61	0·01	0·03	0·26	0·10	0·15
			Chas ...	...	...	...	...	..	0·19	..	...	...	...	...	...	...	1·73	...	...	...	...	...	...
		Singhbhum ...	*Pandra* ...	...	...	..	0·10	0·18	0·06	0·40	...	0·18	...	0·18	0·40	0·02	0·33	0·10	...	0·10	0·92	0·15	...
			Chaibassa ...	...	...	...	...	0·02	0·05	0·09	...	0·01	0·83	0·38	0·78	2·22	1·55	1·02	...	0·04	0·08	...	...
			Chakardharpur	...	...	...	...	0·18	0·59	0·09	0·15	0·02	0·36	...	0·05	0·61	1·34	0·90	0·05	0·03	0·45	0·01	0·12
			Ghatsila ..	...	...	...	...	1·44	...	0·31	...	1·15	0·26	0·60	0·18	0·80	1·80	...	...	0·16	...	0·11	0·3
			Baharagura ...	...	...	...	...	1·03	...	0·71	1·05	0·58	...	...	...	0·95	1·80	0·08	0·12		...	0·12	1·0
			Gailkura ...	...	...	...	...	...	0·80	1·28	...	0·25	0·50	0·75	0·63	2·10	1·61	1·50	...	0·56	...	0·10	0·1
			Kalikapur ...	...	...	...	1·96	1·14	0·67	0·38	1·16	...	0·56	...	...	...	2·96	0·10	...	...	...	...	...
			Monaharpur	...	...	...	...	0·55	0·43	0·51	0·09	...	2·44	1·79	0·51	1·06	1·76	0·83	0·16	0·58	0·30	0·11	...
		Orissa Tributary Mahals.	Keonjhar ...																				
			Anandpur ...	...	...	2·32	...	0·70	0·09	0·60	0·26	0·63	0·80	0·10	...	2·28	0·55	0·37	...	...	...	...	...
			Talchar ...	...	...	...	0·81	0·04	0·56	...	...	3·07	...	...	1·39	0·57	1·08	0·78	...	0·33	...	0·09	0·0
			Narsingpur ...	...	...	1·33	0·25	0·84	...	0·34	0·05	0·08	...	...	0·45	0·30	...	...	0·33	0·30	0·36	0·60	...
			Angul ...	...	...	...	0·31	0·17	0·05	...	0·26	0·50	0·35	...	0·07	0·85	0·14	0·40	...	0·17	0·10	...	0·0
			Dhenkanal ...	...	...	...	...	2·06	0·52	0·39	...	0·42	0·90	...	0·18	1·09	0·63	...	0·05	0·17	0·50	...	...
			Bispara ...	...	...	0·04	...	1·01	...	0·10	1·00	...	...	0·01	0·28	0·28	0·11	0·04	...	0·03	0·20	...	0·0
			Kunjabongarh	...	...	1·02	...	...	2·10	...	0·40	0·02	...	...	...	0·42	0·30	...	...	0·98	0·26	0·05	...
			Baramba ...	...	...	...	...	0·83	0·51	0·13	...	1·70	...	...	0·31	0·83	0·34	...	...	...	0·84	...	0·1
			Baisenga ...	...	...	0·04	0·14	1·33	0·45	1·46	0·02	...	0·73	0·02	0·01	3·99	0·87	0·31	0·06	0·25	0·26	0·06	0·0

in Bengal in July 1900—*concluded.*

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days.	Average number of rainy days.	Total rainfall for the month.	Average rainfall for the month.	Heaviest rainfall during the month.	Total rainfall from 16th May 1900 up to 31st July 1900.	Average rainfall from 16th May up to 31st July.	Station.	District.	Division.	Meteorological Division.
0·18	0·23	0·03	0·38	0·01	1·12	0·21	0·16	...	0·18	...	18	18·50	7·18	12·70	1·12	15·88	23·20	Pachamba (*Giridih*).	Hazaribagh.	Chota Nagpur.	CHOTA NAGPUR.
0·57	0·13	0·15	0·11	0·02	0·04	0·10	0·03	...	0·07	0·56	15	18·88	5·56	14·16	1·08	15·20	23·29	Hazaribagh.			
0·19	0·08	...	0·70	...	1·46	0·23	...	0·08	...	0·23	15	16·36	9·29	13·21	2·00	19·02	20·80	Barhi.			
0·29	0·21	2·04	0·07	3·14	...	...	0·02	...	0·09	0·94	11	17·70	9·38	16·20	3·14	16·49	24·19	Chatra.			
4·30	2·50	0·48	...	...	...	...	...	...	...	...	5	16·40	11·85	15·27	4·30	22·66	25·80	Karakdeha.			
0·20	...	...	...	...	...	0·05	...	1·70	...	0·05	14	13·89	6·55	14·61	1·70	14·65	24·18	Ramgar.			
0·27	...	0·05	0·06	0·81	0·13	0·42	0·06	...	...	0·82	16	18·25	7·94	12·89	1·61	17·34	22·30	Lohardaga	Ranchi.		
...	0·19	0·23	0·04	0·09	...	...	0·25	...	...	...	12	19·34	8·05	14·30	3·40	19·31	24·64	Ranchi.			
...	...	0·10	0·67	0·50	...	0·20	0·25	...	0·15	...	18	14·22	11·06	13·71	3·40	18·25	23·11	Silli.			
...	1·05	2·63	1·25	...	...	0·03	0·10	...	0·05	1·37	21	?	15·88	?	2·63	25·59	?	*Palkot.*			
1·30	2·58	1·80	...	0·17	...	...	...	0·30	0·06	0·33	21	?	16·77	?	25·9	?	?	*Bano.*			
...	0·79	...	0·29	0·53	...	...	...					?		?			?	*Tamar.*			
...	1·75	...	...	...	...	0·50	...	...	0·45	...		?		?			?	*Kurdeg.*			
0·23	2·71	0·50	0·13	0·53	...	0·07	...	0·08	0·72	0·26	21	?	14·09	?	2·71	19·89	?	*Chainpur.*			
1·00	...	...	...	...	...	1·00	1·50	0·50	0·30	0·20	16	20·69	18·00	17·61	5·00	22·75	27·82	Sirguja.			
0·79	0·14	0·16	0·48	0·20	0·57	0·50	...	0·37	0·97	0·46	25	21·43	16·20	16·24	3·19	24·69	29·34	Jashpur.			
												19·07		16·74			27·11	Gangpur.			
0·03	...	...	0·54	2·21	...	...	0·02	...	...	0·21	13	16·54	6·79	12·92	2·21	12·64	19·82	Palamau (*Daltonganj*).	Palamau.		
0·05	...	...	0·30	...	0·20	...	...	...	0·30	0·50	13	18·40	9·60	15·19	2·70	18·80	24·15	Balumath.			
												15·50		15·61			22·68	Husainabad.			
0·56	...	...	0·81	0·09	...	0·65	0·18	...	1·15	0·48	16	15·20	9·38	12·86	1·82	15·81	19·54	Garhwa.			
0·22	...	0·83	0·86	0·40	1·59	...	...	...	0·02	0·48	15	?	16·00	?	4·22	23·74	?	*Mahuadand.*			
...	...	...	0·74	...	0·17	...	...	...	...	0·14	13	?	9·64	?	4·14	16·84	?	*Panki.*			
...	...	0·25	...	0·09	0·08	...	...	0·65	0·30	1·55	16	?	12·75	?	2·80	21·28	?	*Latehar.*			
0·40	...	...	1·16	0·03	0·76	0·11	0·18	0·48	...	0·14	15	?	9·59	?	1·20	11·04	?	*Nagarutari.*			
...	...	...	...	0·80	1·10	...	...	0·15	0·75	0·20	13	?	8·65	?	2·40	18·13	?	*Ranka.*			
...	0·12	0·20	0·05	0·09	0·54	0·07	0·03	...	...	...	11	?	9·86	?	3·89	19·01	?	*Chatterpore.*			
...	0·08	0·14	0·08	0·12	0·63	0·22	...	...	0·04	0·15	14	17·30	4·18	13·10	0·89	12·44	24·68	Purulia ...	Manbhum.		
0·28	0·31	...	0·02	...	2·11	0·25	...	...	0·05	0·06	14	17·92	8·93	14·68	2·11	18·22	25·78	Gobindpur.			
...	0·12	1·00	0·50	0·12	0·40	1·10	...	...	...	...	12	16·60	4·64	14·39	1·10	10·98	24·92	Raghunathpur.			
...	0·70	0·80	...	0·05	...	...	...	...	1·00	...	14	17·20	10·77	12·62	2·46	21·76	24·33	Barahabhum.			
0·04	0·09	0·01	...	0·25	...	0·30	0·01	...	...	...	16	12·30	8·95	12·25	2·18	15·73	23·30	Jhalda.			
0·05	...	...	...	...	...	0·50	...	2·23	...	0·29	5	16·70	4·39	13·18	2·23	12·87	23·52	Chas.			
...	0·09	0·08	0·02	...	0·32	0·65	1·58	...	...	0·20	15	?	6·36	?	1·58	15·12	?	*Pandra.*			
...	0·42	...	0·57	...	...	0·05	0·20	...	...	0·25	10	16·76	8·56	13·48	2·22	16·40	24·42	Chaibassa ...	Singhbhum.		
...	0·44	0·05	0·36	0·79	...	0·27	0·45	...	...	0·09	14	15·88	7·45	14·27	1·34	17·53	24·56	Chakradharpur.			
...	1·20	0·25	...	...	...	1·50	...	...	...	1·10	15	14·80	11·17	13·91	1·80	22·52	26·11	Ghatsila.			
1·30	1·15	...	...	...	...	1·27	...	...	...	1·33	13	14·40	12·54	11·80	1·80	21·46	25·50	Baharagura.			
...	0·56	...	0·40	1·02	...	1·90	0·90	...	...	...	17	?	15·02	?	2·10	30·83	?	*Gailkura.*			
...	0·66	...	...	...	...	0·18	...	...	0·14	0·83	12	?	10·77	?	2·96	20·24	?	*Kalikapur.*			
...	1·42	0·16	...	...	...	0·40	...	...	...	...	16	?	13·10	?	2·44	23·73	?	*Manahorpur.*			
												12·79		9·67			16·27	Keonjhar ...	Orissa Tributary Mahals.		
0·57	2·56	...	0·80	...	0·18	...	0·26	0·05	0·19	0·53	17	?	13·84	?	2·56	23·25	?	*Anandpur.*			
0·63	...	1·71	...	...	...	...	0·92	0·22	1·92	2·58	14	16·13	16·73	14·91	3·07	28·99	24·78	Talchar.			
0·30	1·13	1·40	...	...	...	...	...	0·27	0·24	1·40	16	14·55	9·97	9·58	1·40	15·09	20·68	Narsingpur.			
0·42	0·07	0·56	...	...	...	...	...	...	0·54	0·65	14	15·53	5·67	11·21	0·85	14·60	23·33	Angul.			
...	0·34	...	...	...	...	...	...	...	0·33	0·02	12	16·93	7·60	13·99	2·06	16·07	26·86	Dhenkanal.			
...	...	0·40	...	...	...	0·60	0·27	0·20	0·14	2·42	13	16·80	7·21	14·25	2·42	21·99	25·63	Bispara.			
0·60	0·55	0·04	1·10	...	...	...	.	0·55	0·44	0·12	13	15·07	8·95	11·75	2·10	18·64	22·58	Kunjabongarh			
...	2·34	...	1·59	...	...	...	0·07	...	0·03	...	11	?	9·63	?	2·34	19·77	?	*Baramba.*			
...	1·56	0·65	0·02	0·35	...	...	0·06	0·07	0·28	2·00	15	?	15·00	?	3·99	25·46	?	*Baisenga.*			

SUMMARY OF THE METEOROLOGICAL AND RAINFALL OBSERVATIONS TAKEN IN BENGAL, AND OF THE METEOROLOGICAL OBSERVATIONS TAKEN IN ASSAM, FOR THE MONTH OF JULY 1900.

General weather conditions from day to day.—Pressure at the beginning of the month was low over the whole province, the area of lowest pressure being in the north-west conformably with the direction followed by the storm which had passed over Bengal during the last week of the preceding month. Ordinary monsoon conditions prevailed over the Bay, but inland over the west of the province the gradient was small, and consequently except in the east of the land area, little rain was falling. The general character of the distribution remained practically unchanged with but slight fluctuations till the 6th of the month, and though the pressure was everywhere below the normal, the defect was almost uniform, so that the gradient of the monsoon current was normal for the period of the year.

The rainfall was fluctuating in amount, but fairly general with the exception of the first two or three days, when fair weather prevailed in Bihar, Chota Nagpur, and the adjacent western districts of Bengal. Temperature was for the first few days in excess in the western districts and in defect in the eastern, but a gradual change took place by which these conditions were reversed on the 5th. On the 6th slight signs of a disturbance showed themselves in the north-west angle of the Bay; but though this developed in the course of the next few days into a fairly well-marked depression at the head of the Bay, the strength of the monsoon current in the Bay itself remained remarkably uniform, and in the absence of enforcement from behind, the depression failed to develop, and passed inland on the 10th, without ever acquiring the intensity of a cyclonic storm. After its disappearance the distribution over the Bay and the province again reverted to its former normal character. So slight, indeed, was the disturbance that the weather was hardly affected by it. Rainfall continued general, though light, and it was only on the 9th, *i.e.*, the day on which the depression was passing inland, that heavier rain commenced to fall in the eastern districts. Temperature during the whole of this period remained remarkably steady and slightly in excess of the normal, the temporary defect noticed on the 5th in the west having speedily disappeared and the western districts having equally with the eastern come under the influence of higher temperature. That the mean temperature was during this period above the average was no doubt due to the intermittent character of the rainfall—bright intervals of sunshine alternating with bursts of rain. With the exception of a very slight strengthening of the current, the general character of the distribution over the Bay had during this period been remarkably steady, and on the 11th of July conditions over the Bay and the province were but little different from those at the beginning of the month. On the 12th a sudden fall of pressure over the whole area, the fall being greatest in the east of the province, coupled with the abnormal directions of the winds at the head of the Bay, seemed to indicate the development of a fresh disturbance in that quarter. On this occasion the disturbance grew with great rapidity, and after 24 hours had developed into a well-marked cyclonic storm of small intensity to the south of Saugor Island, which at once began to move from its place of formation. The pressure at the centre of the depression was never below 29·25 inches, the speed with which it formed, and began to move from the place of its origin, preventing it from developing into a storm of any severity. Its centre moved with great rapidity through Chota Nagpur and Bihar. The rainfall which accompanied its progress was for the most part light, the only heavy rainfall which can be directly attributed to its influence taking place in Orissa on the 12th, where a fall of 6 inches was recorded at False Point. The slight accentuation, however, of monsoon conditions which it produced gave rise for a day or two to more general distribution of rainfall of a moderate character over the whole province. With the cloudy weather, moreover, which prevailed during this period, temperature generally fell, and on the 15th the mean temperature was everywhere practically normal. Ordinary monsoon conditions now prevailed and continued from the 15th to the 18th. The rainfall was fairly general and in the eastern districts heavy. There was a tendency, however, for the rainfall area to withdraw during this period from Orissa, Chota Nagpur and South-West Bengal, owing to the area of relatively low pressure moving more to the east and north of the province. The cloudy weather prevailing caused the fall in temperature to continue, and on the 18th it was in almost general defect. From the 18th pressure conditions over the Bay and province began gradually to change. At first the barometer fell slowly over the south of the Bay and then rose briskly over the province. These changes resulted in the establishment in the course of a few days of an area of almost uniform pressure over the whole of the Bay. On the 20th the area to the south of latitude 20° was under the domination of uniform pressure, and a complete withdrawal of the monsoon current had taken place. Still a moderately steep gradient lingered over the province, and good—in some cases heavy—rain continued to fall over the east and north. After the 21st, however, an additional rise took place in the pressure over the province, and this, combined with a falling or a steady barometer in the south of the Bay, finally resulted in the complete disappearance on the 25th of the monsoon current, not only over the Bay, but also over the province. The unsettled condition, however, which prevailed while these changes were taking place, caused the rainfall to continue, and though its distribution in the rest of the province was irregular during this period, North and East Bengal received moderate to heavy rain for some days. It was only in fact on the 24th, when the withdrawal of the monsoon was nearly established,

that the influence of this withdrawal became apparent in the almost complete absence of rain from the province. No sooner, however, had this uniformity of pressure fully established itself, than indications of a fresh inrush of monsoon winds from the south appeared, and before the end of the month the gradient over the Bay and province had recovered its normal steepness. As is usual when a fresh advance of the Bay current takes place, it was heralded by the formation of a small cyclonic storm. As early as the 27th a depression appeared to be forming in front of the advancing monsoon, but the energy of the air current behind being insufficient to cause it to develop, it disappeared on the following day, only to be replaced by another on the 30th, which, owing to the increased vitality of the monsoon in the interval, intensified on the 31st into a small cyclonic storm. Only for a period of some two or three days did the province remain practically without rain. As soon as signs of a fresh advance appeared, showers again began to be received; but though the precipitation was in some cases heavy, the rainfall to the end of the month was for the most part light and scattered. On the 18th there was general defect of temperature, and owing to the continued rainfall this defect increased still more in the east and north-east, while in the west and south-west, where the rainfall diminished, it gradually grew less, so that on the 21st mean temperature was below the normal in the former and above the normal in the latter regions. From the 21st to the 23rd temperature fell slightly in the west of the province, but after this rainfall conditions becoming less favourable, the temperature rose above the normal everywhere, and with slight temporary fluctuation in the east and the north of the province remained so till the end of the month.

General features of the monthly weather.—The most characteristic feature of the monthly weather is the very steady distribution of the pressure for the greater part of the period under review. A steady, though perhaps not very strong, monsoon prevailed for almost the whole of the month. The uniform character of the weather was broken only by a very brief withdrawal of the current during the latter half of the month and by only two small disturbances at the head of the Bay in the earlier part, if we leave out of consideration the storm which occurred on the last day of the month, as this latter chiefly affected the weather in August. Of these two disturbances, one was of so feeble a character as hardly to influence the weather at all, while the other developed and moved from the place of its formation so quickly that it only formed a feature of the weather for a day or two at most. Moreover, the influence which it exerted on the latter was also of the slightest. The complete withdrawal of the monsoon current towards the end of the month, occurring as it did at a time when great anxiety was being felt as to the behaviour of the monsoon of 1900, was naturally calculated to provoke a considerable amount of alarm, but the great rapidity with which normal conditions were re-established confirm the evidence we have from other parts of India that the monsoon current of 1900, though for the most part retarded in its advance, has been one of considerable depth and energy.

Pressure summary.—Owing chiefly to the excessive rise which occurred in the third week of the month, the mean pressure for the whole period has been slightly above the normal. During the first-half of the month there was general, though not excessive, defect. In the third week, however, a sharp rise began and continued almost unchecked till the 25th, causing the pressure for this period to be largely in excess. The fall which then commenced and continued to the end of the month was insufficient completely to counteract this excessive rise.

Temperature summary.—Mean maxima and minima temperatures have been above the average in South-West Bengal, South Bihar, Chota Nagpur, Orissa and the southern portion of East Bengal, the excess amounting to 2·6° at Cuttack and below the average in North Bihar, Assam, North Bengal and the greater part of East Bengal, the greatest defect from the minimum, *i.e.*, 3·4, occurring at Dhubri. The line of division between excess and defect of temperature separates very nearly those regions which have received rain above the average and those where the rain has been less than usual.

Rainfall.—The rainfall over the greater part of the province, as will be seen from the above summary, was fairly continuous and well distributed. The two small storms which occurred in the first-half of the month had, as have been pointed out, but little influence on the weather, so that the rain which fell, being due to ordinary monsoon conditions and consequently more evenly distributed, was likely to be of a more beneficial character than a sudden precipitation caused by the passage of a cyclonic storm. South-West Bengal and Chota Nagpur suffered somewhat owing to the moisture-laden winds being diverted for a certain period from these districts, and in consequence the amount received has been below the normal. Bankura, Howrah and Hooghly districts have suffered most in South-West Bengal. In Chota Nagpur the percentage of the normal amount has been 61 and in South-West Bengal 79; North Bengal has received 122 per cent. and East Bengal 112 per cent.; but while almost all districts of the former have received the benefit of the excess fall, in the latter Chittagong and the Chittagong Hill Tracts are in considerable defect. Bihar has received 98 per cent., but the distribution here has been uneven, Patna and Gaya districts having received considerably less and Bhagalpur and Purnea considerably more than usual. Orissa is practically normal, having received 99 per cent., but here too excess in the Cuttack district makes up for deficiency in Puri.

The following table gives a comparison of the falls in the various divisions during the month of July with the normal fall, the actual being given as a percentage of the normal fall. The table also shows the actual falls for each of the previous months of the year

expressed in the same way, and the last column of the table shows the total of the falls of the past seven months of the year in each division expressed as a percentage of the normal fall :—

METEOROLOGICAL DIVISIONS.	January.	February.	March.	April.	May.	June.	July.	Actual rainfall of first seven months of 1900 expressed as a percentage of the normal fall for the period.
South-West Bengal ...	60	140	26	156	88	84	79	86
North Bengal ...	72	117	61	64	78	105	122	102
East Bengal ...	9	184	98	84	62	117	112	102
Bihar ...	338	88	4	49	80	130	95	108
Orissa ...	6	82	117	157	89	83	99	94
Chota Nagpur ...	426	60	21	388	82	92	61	85

The following table gives full data for the comparison of the actual and normal rainfall of the month of July in all districts of the Province. The figures are derived from the average and actual rainfall of the rain-recording stations in each district, due allowance being made for the area which each station represents. This gives a more accurate average than the arithmetical means given in the monthly meteorological tables. The first column gives the normal or average district rainfall as determined from the rainfall observations of the past 25 years; the second column gives the actual district rainfall as determined from the weighted actual rainfalls of the month at the reporting stations in each district; the third column expresses the ratio of the actual district rainfall of the past month to the normal rainfall as a percentage; and the fourth column gives the same information in a slightly different form, expressing as a percentage how much the district rainfall varied in excess or in defect from the normal rainfall :—

Percentage Table for July 1900.

DIVISION.	DISTRICT.	Normal district rainfall for July.	Actual district rainfall for July 1900.	Percentage of actual to normal rainfall.	Percentage, excess (+), defect (−).
South-West Bengal	Burdwan	11·88	7·71	65	− 35
	Birbhum	12·57	9·99	79	− 21
	Bankura	12·67	5·52	44	− 56
	Midnapore	12·19	12·06	99	− 1
	Hooghly	12·00	6·49	54	− 46
	Howrah	12·00	4·60	38	− 62
	24-Parganas	12·37	11·93	96	− 4
	Calcutta	12·46	8·68	70	− 30
	Nadia	10·51	8·29	79	− 21
	Murshidabad	11·27	15·33	136	+ 36
	Jessore	10·54	11·27	107	+ 7
	Khulna	12·82	15·03	117	+ 17
North Bengal ...	Rajshahi	12·02	13·83	115	+ 15
	Dinajpur	14·29	20·76	145	+ 45
	Jalpaiguri	30·38	34·18	113	+ 13
	Darjeeling	30·28	29·84	98	− 2
	Cooch Behar	24·49	26·52	109	+ 9
	Rangpur	15·56	22·18	142	+ 42
	Bogra	13·23	18·64	141	+ 41
	Pabna	11·13	13·52	121	+ 21
East Bengal ...	Dacca	13·31	14·22	107	+ 7
	Mymensingh	15·55	26·42	170	+ 70
	Faridpur	11·93	11·53	97	− 3
	Backergunge	20·33	20·49	101	+ 1
	Tippera	14·24	20·28	142	+ 42
	Noakhali	23·47	26·57	101	+ 1
	Chittagong	29·80	24·75	83	− 17
	Chittagong Hills Tracts ...	18·58	11·48	62	− 38
Bihar ...	Patna	12·40	8·04	65	− 35
	Gaya	12·27	6·23	51	− 49
	Shahabad	11·65	9·82	84	− 16
	Saran	12·14	10·22	84	− 16
	Champaran	14·17	10·93	77	− 23
	Muzaffarpur	12·38	12·44	100	0
	Darbhanga	12·34	12·50	101	+ 1
	Monghyr	13·31	14·43	108	+ 8
	Bhagalpur	12·73	16·78	132	+ 32
	Purnea	17·01	23·58	135	+ 35
	Malda	12·28	12·11	99	− 1
	Sonthal Parganas	13·44	12·73	95	− 5

Percentaye Table for July 1900—concld.

Division.	District.	Normal district rainfall for July.	Actual district rainfall for July 1900.	Percentage of actual to normal rainfall.	Percentage, excess (+), defect (—).
Orissa ...	Cuttack	11·69	13·19	113	+ 13
	Balasore	12·20	11·98	98	— 2
	Puri	10·89	7·63	70	— 30
Chota Nagpur ...	Hazaribagh	13·98	7·02	50	— 50
	Ranchi	13·05	8·09	62	— 38
	Palamau	13·53	7·56	56	— 44
	Manbhum	13·38	6·53	49	— 51
	Singhbhum	13·76	9·25	67	— 33

The following table gives the summary of the temperature and rainfall data of each of the seven meteorological divisions of the Province for the month of July 1900:—

Meteorological Divisions.	Temperature.						Rainfall.							
	Highest observed during month.	Lowest observed during month.	Averages for month.			Average mean of month above or below normal mean of month.	Of month.			Rainy days.*			Since 16th of May 1900.	
			Of highest of each day.	Of lowest of each day.	Of mean for each day.		Average.	Normal average.	Variation.	Average number in month.	Normal average number in month.	Variation.	Average.	Normal average.
South-West Bengal	100·6	73·9	90·4	79·3	84·8	+0·9	9·60	12·13	—2·53	14·32	16·44	—2·12	21·25	25·86
North Bengal	95·4	70·8	87·7	77·6	82·6	—0·8	20·46	16·74	+3·72	18·72	16·24	+2·48	43·49	39·81
East Bengal	93·3	71·3	87·1	77·6	82·4	+0·1	19·75	17·56	+2·19	19·22	18·30	+0·92	43·82	39·89
Bihar	107·9	71·3	90·2	78·7	84·5	+0·1	12·41	13·02	—0·61	14·81	14·62	+0·19	23·91	22·65
Orissa	101·4	74·6	89·7	79·5	84·6	+1·2	11·61	11·67	—0·06	12·80	14·18	—1·38	21·05	23·97
Chota Nagpur	98·2*	71·9*	87·5*	76·2*	81·9*	+1·7*	8·49	13·83	—5·34	13·35	16·80	—3·45	17·14	23·77
Assam	98·1	74·8	88·1	77·7	82·4	—1·3								

* Daltonganj and Purulia not included.

METEOROLOGICAL OFFICE, BENGAL,
The 21st August 1900.

G. W. KUCHLER,
Offg. Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Alipore Observatory from 12th to 18th August 1900.

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 32° Fahr.	Temperature. Mean.	Temperature. Maximum.	Temperature. Range.	Temperature. Minimum.	Hygrometry. Mean wet bulb.	Hygrometry. Vapour tension.	Hygrometry. Dew point.	Hygrometry. Humidity.	Wind. Prevailing direction.	Wind. Miles recorded.	Rain	Weather
		°		Inches.	°	°		°	°	Inches		%			Inches.	
1900. Aug.	12th	150·6	6·0	29·558	84·1	89·4	11·3	78·1	80·6	1·001	79·3	86	ESE and SSE ...	160	0·32	Chiefly cloudy, d, p.
,,	13th	126·9	Nil	·584	82·9	86·9	8·5	78·4	80·1	0·991	78·9	88	SE by S, SSW and SE by E.	56	0·30	Cloudy, o, p.
,,	14th	136·8	1·3	·609	84·4	88·9	8·4	80·5	81·3	1·029	80·1	87	SE by E and WSW	49	0·50	Chiefly cloudy, t, p.
,,	15th	144·6	5·1	·558	85·0	91·4	11·0	80·4	81·6	1·032	80·2	85	WSW and calm ...	50	0·03	Chiefly cloudy, o, g, t, d.
,,	16th	145·7	1·8	·525	82·9	91·5	12·8	78·7	79·9	0·982	78·7	87	NE by E, WNW and NW.	92	0·52	Chiefly cloudy, o, g, p, t, ⌓.
,,	17th	148·6	4·9	·406	84·1	91·9	12·7	79·2	81·6	1·047	80·6	89	NW, ENE and NE	204	0·99	Chiefly cloudy, o, g, d, p.
,,	18th	113·1	Nil	·394	80·9	82·6	4·4	78·2	77·9	0·917	76·6	87	NE, E and ESE ...	396	0·38	Cloudy, o, d, p, q.

	Inches.
The mean pressure of the seven days	29·519
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	29·586
	Hours.
The total number of hours of bright sunshine	19·1
The maximum possible number of hours of sunshine	90·1
The mean temperature of the seven days	83·5
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	83·0
The extreme variation of temperature	13·8
The maximum temperature	91·9
	Miles.
The highest velocity of the wind in one hour	23
	%
The mean relative humidity	87
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	87
	Inches.
The total fall of rain from 12th to 18th August 1900	3·04
The average fall of the corresponding period for 24 years, Surveyor-General's Office	4·33
The total fall from 1st January to 18th August 1900	35·71
The average fall of the corresponding period for 24 years, Surveyor-General's Office	43·36

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph, and from eye observations.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

o, overcast; g, gloomy; d, drizzling rain; p, passing temporary showers; t, thunder; q, squally; ⌓ dew.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 20th August 1900.

G. W. KUCHLER,
For *Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories.*

IRRIGATION DEPARTMENT, BENGAL.

Statement showing heights over mean sea-level and low water in the rivers Ganges, Bhagirathi, Jalangi, and Brahmaputra for the month of June 1900, and the highest reading of each gauge over M. S. L. since 1876.

Date.		River Ganges.																River Bhagirathi.		River Jalangi.		River Brahmaputra.	
		Mirzapur.		Benares.		Buxar.		Dinapore.		Monghyr.		Sahibganj.		Rampur Boalia.		Goalundo.		Berhampore.		Sarupganj.		Gauhati.	
	Distance in miles.	From Allahabad ... 96		From Allahabad ... 134 / From Mirzapur ... 48		From Benares 90		From Benares 177 / From Buxar 87		From Benares 297 / From Dinapore 110		From Benares 381 / From Monghyr 94		From Benares 471 / From Sahibganj ... 90		From Benares 691 / From Rampur Boalia ... 120							
	Highest Gauge Reading.	26th August 1889. 253·47		26th August 1889. 241·46		31st August 1898. 200·63		14th August 1879. 169·35		24th August 1894. 129·43		23rd August 1879. 98·25.		20th August 1879. 69·25		20th August 1893. 31·52		14th August 1890. 64·70		24th September 1898. 36·10		24th July 1878. 179·36	
		Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
		Below zero.		Below zero.		Below zero.						Below zero.		Below zero.									
1st ...	...	2·17	204·05	1·50	195·39	4·25	164·80	7·70	141·93	2·83	104·68	0·83	67·17	1·62	40·38	11·42	20·36	1·77	35·51	4·50	8·80	13·30	162·66
2nd ...	...	2·00	204·22	1·33	195·47	4·17	164·88	7·90	142·13	2·92	104·77	0·67	67·33	1·64	40·36	11·57	20·51	1·79	35·53	3·70	8·00	15·25	164·01
3rd ...	...	1·83	204·39	1·00	195·80	4·00	165·05	8·10	142·33	3·00	104·85	0·50	67·50	1·67	40·33	11·50	20·44	1·79	35·53	3·00	7·30	16·30	165·06
4th ...	...	1·67	204·55	0·50	196·30	3·92	165·13	8·40	142·63	3·17	105·02	0·58	67·42	1·69	40·31	11·33	20·27	1·88	35·62	2·00	6·30	16·10	164·86
5th ...	...	1·50	204·72	0·50	196·30	3·92	165·13	8·60	142·83	3·17	105·02	0·75	67·25	1·71	40·29	11·33	20·27	1·92	35·65	2·00	6·30	15·50	164·28
6th ...	...	1·33	204·89	0·33	196·47	3·83	165·22	8·60	142·83	3·17	105·02	0·92	67·08	1·73	40·27	11·50	20·44	2·00	35·74	2·10	6·40	14·90	163·66
												Above zero.											
7th ...	...	1·33	204·89	0·00	196·80	2·75	166·30	8·50	142·73	3·17	105·02	0·08	68·08	1·50	40·50	11·58	20·52	2·00	35·74	2·10	6·40	14·30	163·06
				Above zero.																			
8th ...	...	1·00	205·22	0·50	197·30	2·67	166·38	8·30	142·53	3·08	104·93	0·25	68·25	1·23	40·77	11·58	20·52	2·04	35·78	2·00	6·30	14·00	162·76
9th ...	...	0·83	205·39	0·50	197·30	2·58	166·47	8·20	142·43	3·17	105·02	0·33	68·33	1·00	41·00	11·50	20·44	2·00	35·74	2·00	6·30	13·80	162·56
10th ...	...	0·67	205·55	0·50	197·30	2·50	166·55	8·30	142·53	3·17	105·02	0·42	68·42	0·79	41·21	11·33	20·27	1·96	35·70	2·05	6·35	14·00	162·76
11th ...	...	0·50	205·72	0·50	197·30	2·42	166·63	8·50	142·73	3·25	105·10	0·50	68·50	0·60	41·40	11·25	20·19	1·96	35·70	3·40	7·70	14·20	162·96
12th ...	...	0·33	205·89	0·67	197·47	2·33	166·72	8·50	142·73	3·25	105·10	0·58	68·58	0·33	41·67	11·25	20·19	1·96	35·70	4·80	9·10	14·50	163·26
13th ...	...	0·33	205·89	0·83	197·63	2·25	166·80	8·50	142·73	3·25	105·10	0·75	68·75	0·04	41·96	11·75	20·69	2·00	35·74	5·70	10·00	14·50	163·26
														Above zero.									
14th ...	...	0·25	205·97	1·00	197·80	1·58	167·47	8·70	142·93	3·25	105·10	1·00	69·00	0·25	42·25	12·17	21·11	2·08	35·82	5·75	10·05	14·05	162·81
15th ...	...	0·25	205·97	1·00	197·80	1·25	167·80	9·00	143·23	3·92	105·77	1·33	69·33	0·67	42·67	12·50	21·44	2·17	35·91	6·80	11·10	14·10	162·86
16th ...	...	0·25	205·97	1·00	197·80	0·58	168·47	9·20	143·43	4·92	106·77	1·75	69·75	1·21	43·21	12·67	21·61	2·17	35·91	6·70	11·00	15·20	163·96
17th ...	...	0·17	206·05	1·00	197·80	0·83	168·22	11·80	145·43	4·83	106·68	2·00	70·00	1·60	43·60	13·00	21·94	3·33	37·07	9·40	13·70	16·80	165·56
18th ...	...	0·17	206·05	1·17	197·97	1·25	167·80	11·80	146·03	4·92	106·77	2·25	70·25	2·10	44·10	13·75	22·69	5·33	39·07	9·00	13·30	17·70	166·46
19th ...	...	0·17	206·05	1·17	197·97	1·33	167·72	12·00	146·23	5·67	107·52	2·58	70·58	3·21	45·21	14·33	23·27	6·08	39·82	8·70	13·00	18·95	167·71
20th ...	...	0·50	205·72	1·17	197·97	1·42	167·63	12·00	146·23	5·92	107·77	2·75	70·75	3·25	47·25	14·42	23·36	6·04	39·78	7·80	12·10	19·45	168·31
21st ...	...	0·67	205·55	1·17	197·97	1·50	167·55	12·00	146·23	6·92	108·77	2·92	70·92	3·00	49·00	14·50	23·44	5·92	39·66	6·80	11·10	19·40	168·16
22nd ...	...	0·67	205·55	1·00	197·80	1·50	167·55	11·60	145·83	5·75	107·60	3·33	71·33	3·60	49·60	14·75	23·69	5·92	39·66	6·10	10·40	19·65	168·41
23rd ...	...	0·50	205·72	1·00	197·80	1·50	167·55	11·40	145·63	5·42	107·27	3·67	71·67	3·96	49·96	15·00	23·94	5·92	39·66	5·10	9·40	20·10	168·86
		Above zero.																					
24th ...	...	0·33	205·55	1·00	197·80	1·58	167·47	11·30	145·53	5·92	107·77	3·92	71·92	3·00	50·00	15·25	24·19	5·92	39·66	6·00	10·30	20·40	169·16
25th ...	...	0·67	206·89	1·33	198·13	1·67	167·38	11·30	145·53	5·33	107·18	4·42	72·42	3·00	50·00	15·42	24·36	6·00	39·74	6·00	10·30	20·55	169·31
26th ...	...	1·17	207·39	1·67	198·47	1·67	167·38	11·00	145·23	5·42	107·27	4·67	72·67	3·00	50·00	15·67	24·61	6·25	39·99	5·90	10·20	20·60	169·36
27th ...	...	1·50	207·72	2·00	198·80	1·50	167·55	11·00	145·23	5·17	107·02	5·08	73·08	7·50	49·50	16·06	25·00	6·50	40·24	6·50	10·80	21·25	170·01
28th ...	...	2·00	208·22	2·17	198·97	1·08	167·97	11·00	145·23	5·17	107·02	5·58	73·58	7·29	49·29	16·33	25·27	6·75	40·49	7·00	11·30	22·85	171·61
29th ...	...	2·00	208·22	2·33	199·13	0·25	168·80	11·60	145·83	5·00	106·85	6·25	74·25	7·29	49·29	16·58	25·52	7·00	40·74	7·40	11·70	23·30	172·06
						Above zero.																	
30th ...	...	2·17	208·39	2·33	199·13	0·25	169·30	12·10	146·33	4·92	106·77	6·92	74·92	7·59	49·59	16·92	25·86	7·33	41·07	7·40	11·70	24·15	172·91

CALCUTTA,
The 21st August 1900.

A. H. C. MACCARTHY,
Under-Secy. to the Govt. of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate return of traffic on the Circular and Eastern Canals for the week ending Saturday, the 18th August 1900, as compared with the corresponding week of the previous year.

Nature of Cargo.	Week ending Saturday, the 18th August 1900.			Week ending Saturday, the 19th August 1899.		
	Number of boats.	Weight of cargo.	Tollage.	Number of boats.	Weight of cargo.	Tollage.
	No.	Mds.	Rs.	No.	Mds.	Rs.
Rice and paddy	745	80,825	1,184	645	97,285	1,397
Jute	24	8,675*	92	13	9,025	115
Firewood	27	17,100	258	53	42,100	621
Other articles	539	1,32,345	1,439	557	2,34,946	1,938
Total ...	1,315	2,38,945	2,973	1,268	3,83,356	4,071

* Weight by canal measurement ... 11,512 maunds.

EAST INDIAN RAILWAY.

Statement of Goods Traffic in staples carried during the five weeks ending 30th June 1900 as compared with the same period of 1899.

STAPLES.	1899.		1900.		INCREASE.		DECREASE.	
	Weight.	Freight.	Weight.	Freight.	Weight.	Freight.	Weight.	Freight.
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
Coal & Coke carried for the public and foreign railways	87,73,270	12,59,808	1,11,63,253	15,63,144	23,89,983	3,03,336	.....	.....
Cotton, raw	44,979	21,089	11,123	6,522	.....	.....	33,856	14,567
Cotton, manufactured—								
1.—Twist & Yarn, European	6,156	7,887	6,762	5,231	606	.....	.....	2,656
2.— Ditto, Indian	47,141	17,773	34,513	12,361	.....	.....	12,628	5,412
3.—Piece-goods, European	1,00,686	99,748	78,667	60,776	.....	.....	22,019	38,972
4.— Ditto, Indian	15,286	9,357	16,576	9,914	1,290	557	.....	.....
Drugs and Chemicals—								
1.—Intoxicating, other than opium	750	218	2,522	1,905	1,772	1,687	.....	.....
2.—Non-intoxicating	15,633	13,509	10,257	7,347	.....	.....	5,376	6,162
Dyes and Tans—								
1.—Indigo	491	443	562	508	71	65	.....	.....
2.—Myrabolams	10,264	3,397	10,565	3,825	301	428	.....	.....
3.—Cutch	6,872	2,066	4,497	1,775	.....	.....	2,375	291
4.—Turmeric	18,607	12,920	17,614	14,946	.....	2,026	393	.....
5.—Alizarine and aniline dyes	2,185	257	1,494	425	.....	168	691	.....
6.—Al (Morinda citrifolia)	228	99	1,514	1,446	1,286	1,347	.....	.....
7.—Others	2,660	533	8,546	4,316	5,886	3,783	.....	.....
Grain and Pulse—								
1.—Wheat	20,51,779	4,17,485	13,10,222	1,53,380	.....	.....	7,41,557	2,64,105
2.—Rice in the husk	1,53,978	16,611	2,35,114	28,745	81,136	12,134	.....	.....
3.—Rice not in the husk	5,64,091	1,03,733	13,67,877	3,60,511	8,03,786	2,56,778	.....	.....
4.—Jowar and bajra	15,523	2,647	36,567	4,263	21,044	1,616	.....	.....
5.—Gram & pulse	5,59,665	1,46,873	11,61,796	3,51,483	6,02,131	2,04,610	.....	.....
6.—Others	93,321	17,228	9,56,374	1,32,736	8,63,053	1,15,508	.....	.....
Hides and Skins—								
1.—Hides of cattle	56,257	30,738	1,05,538	75,032	49,281	44,294	.....	.....
2.—Skins of sheep, &c.	17,776	9,608	19,904	9,961	2,128	353	.....	.....
Horns	2,178	1,208	1,158	383	.....	.....	1,020	825
Hemp and other fibres	90,776	34,760	23,087	7,018	.....	.....	67,689	27,742
Jute—								
1.—Raw	36,256	4,618	11,916	2,423	.....	.....	24,340	2,195
2.—Gunny-bags and cloth	1,59,786	90,776	1,26,319	67,571	.....	.....	33,467	23,205
Lac—								
1.—Stick	47,709	19,806	40,135	13,103	.....	.....	7,574	6,703
2.—Shell	28,007	21,804	20,128	16,509	.....	.....	7,879	5,295
Leather, manufactured	3,227	3,919	2,881	3,298	.....	.....	346	621
Liquors—								
1.—Ale and Beer	10,177	5,331	14,590	6,703	4,413	1,372	.....	.....
2.—Spirits of all kinds, including country spirit	4,563	2,836	1,381	1,790	.....	.....	3,182	1,046
3.—Wines	4,000	5,522	3,929	4,853	.....	.....	71	669
4.—All other sorts, including toddy and fermented liquor, other than ale and beer	138	45	205	55	67	10	.....	.....
Metals—								
1.—Copper, unwrought	122	169	300	317	178	208	.....	.....
2.—Brass, ditto	1,205	741	185	86	.....	.....	1,020	655
3.—Copper, wrought	589	320	706	458	117	138	.....	.....
4.—Brass, ditto	10,202	4,764	17,953	7,791	7,751	3,027	.....	.....
5.—Iron and steel—								
(a) Cast	13,498	4,982	11,971	3,481	.....	.....	1,527	1,501
(b) Unwrought	11,482	803	23,525	3,466	12,043	2,663	.....	.....
(c) Wrought	90,697	40,207	91,896	41,414	1,199	1,207	.....	.....
(d) Manufactures of iron and steel	42,964	24,578	34,322	13,020	.....	.....	8,642	11,558
6.—Zinc and spelter	1,278	626	1,927	1,362	649	736	.....	.....
7.—Others	11,143	8,660	11,673	8,109	529	.....	.....	551
Oils—								
1.—Kerosine	1,09,903	38,958	1,82,656	62,258	73,653	23,300	.....	.....
2.—Castor	4,614	1,372	6,357	1,692	1,743	320	.....	.....
3.—Cocoanut	6,010	2,147	8,705	2,766	2,695	619	.....	.....
4.—Mustard and rape	9,431	2,654	12,742	8,990	3,311	6,336	.....	.....
5.—Others	7,119	3,063	4,856	3,698	.....	.....	2,263	265
Oilseeds—								
1.—Linseed	12,33,875	3,17,469	14,24,916	3,54,797	1,91,041	37,328	.....	.....
2.—Rape and mustard	3,43,907	76,886	3,00,792	86,526	.....	9,640	43,115	.....
3.—Til or jinjili	19,180	2,174	9,698	3,018	.....	844	9,482	.....
4.—Poppy	1,46,514	41,418	1,97,661	1,01,413	51,147	59,995	.....	.....
5.—Earthnuts	6,120	1,723	42	13	.....	.....	6,078	1,710
6.—Castor	70,400	14,168	1,05,786	23,827	35,386	9,659	.....	.....
7.—Others	7,461	1,167	2,057	582	.....	.....	5,404	585
Opium	3,938	3,619	1,757	1,377	.....	.....	2,181	2,242
Paper and pasteboard	18,326	12,914	27,345	15,515	9,019	2,601	.....	.....
Provisions—								
1.—Ghee	38,609	32,230	40,514	34,779	1,905	2,549	.....	.....
2.—Dried fruits and nuts	7,514	3,137	10,659	5,329	3,145	2,192	.....	.....
3.—Potatoes	71,532	22,843	52,211	15,864	.....	.....	19,321	6,979
4.—Others	1,25,874	40,562	2,36,045	68,551	1,12,171	28,049	.....	.....
Railway plant & rolling-stock carried for the public & foreign railways—								
1.—Locomotive engines and tenders and parts thereof	4,505	1,979	754	125	.....	.....	3,751	954
2.—Carriages and trucks and parts thereof	3,476	687	1,528	402	.....	.....	1,948	285
3.—Materials—								
(a) Steel rails and fish-plates	39,379	13,971	619	148	.....	.....	38,760	13,823
(b) Sleepers and keys of steel and cast-iron	1,120	313	23,127	11,353	22,007	11,040	.....	.....
(c) Other sorts	87,887	18,507	1,56,070	26,592	68,183	8,085	.....	.....
Salt	7,42,191	1,35,236	8,22,278	1,34,235	80,087	.....	.....	1,001

STAPLES.	1899.		1900.		INCREASE.		DECREASE.	
	Weight.	Freight.	Weight.	Freight.	Weight.	Freight.	Weight.	Freight.
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
Saltpetre, &c.—								
1.—Saltpetre	54,987	22,890	64,608	22,933	9,621	43	.....	.....
2.—Other saline substances	55,427	15,256	81,064	28,337	25,637	13,081	.....	.....
Silk, raw—								
1.—Foreign	612	257	.....	.....	.....	.....	612	257
2.—Indian	818	433	1,538	912	720	479	.....	.....
Silk piece-goods—								
1.—Foreign	.....	.....	3	1	3	1	.....	.....
2.—Indian	1,338	649	134	244	.....	.....	1,204	405
Spices—								
1.—Betel-nuts	30,983	23,342	24,814	23,137	.....	.....	6,169	205
2.—Pepper	2,329	2,053	2,189	1,906	.....	.....	140	147
3.—Ginger	3,620	1,423	1,884	718	.....	.....	1,736	705
4.—Chillies	15,617	10,189	22,769	7,846	.....	.....	.....	2,343
5.—Cardamoms	3,392	773	1,495	814	7,152	.....	1,897	.....
6.—Others	1,525	595	3,271	1,145	.....	41	.....	.....
Stone and lime	6,65,410	1,00,386	5,65,018	75,574	1,746	550	1,00,392	24,812
Sugar—								
1.—Refined	8,392	3,890	27,737	7,716	19,345	3,826	.....	.....
2.—Unrefined	3,93,607	68,172	3,28,372	55,941	.....	.....	65,235	12,231
Tea—								
1.—Foreign	.....	.....	.....	.....	.....	.....	.....	.....
2.—Indian	4,125	2,079	2,982	1,837	.....	.....	1,143	242
Timber	1,59,289	25,931	55,187	10,217	.....	.....	1,04,102	15,714
Tobacco	1,62,394	55,396	1,54,475	64,820	.....	9,424	7,919	.....
Wool—								
(a) Raw	3,260	2,000	2,134	1,650	.....	.....	1,126	350
(b) Manufactured—								
I.—Carpets and rugs	832	828	1,176	1,569	344	741	.....	.....
II.—Piece-goods, European	18	33	25	32	7	.....	.....	1
III.— ,, Indian	1,940	1,650	2,917	2,678	977	1,028	.....	.....
IV.—Other sorts of manufactures ...	15	13	.....	.....	.....	.....	15	13
All other articles of merchandise—								
1.—Bones	59,310	10,537	60,532	12,836	1,222	2,299	.....	.....
2.—Firewood	68,769	3,896	70,167	5,375	1,448	1,509	.....	.....
3.—Indigo seed	6,146	2,210	6,517	1,901	371	.....	.....	309
4.—Oil-cake	1,36,286	29,300	1,41,250	25,551	4,964	.....	.....	3,749
5.—Paints and colours	14,425	6,159	17,600	5,756	3,175	.....	.....	403
6.—Seeds other than oilseeds	67,857	32,248	69,974	32,110	2,117	.....	.....	138
7.—Wooden articles	12,534	5,481	12,427	3,960	.....	.....	107	1,521
8.—Others	9,14,677	2,34,827	17,27,022	3,87,486	8,12,345	1,52,659	.....	.....
Total ...	1,90,82,854	39,22,285	2,40,80,480	47,62,614	49,97,626	8,40,229	.....	.....
Military stores	21,201	44,626	24,186	47,115	2,985	2,489	.....	.....
Coal for railway	12,20,743	80,549	13,88,563	1,08,614	1,67,820	28,065	.....	.....
Railway materials	15,37,731	63,049	24,72,589	69,798	9,34,858	6,749	.....	.....
Live-stock	.....	10,387	.....	7,004	.....	.....	.....	17,371
Total ...	2,18,62,529	41,20,976	2,79,65,818	49,81,137	61,03,289	8,60,161	.....	.....

C. W. CLARKE, *Assistant Auditor.*

TRAFFIC AUDIT OFFICE, GOODS DIVISION, JAMALPUR, *the 15th August 1900.*

BENGAL-NAGPUR RAILWAY.

Abstract of Principal Commodities carried during the month of March 1900 as compared with the corresponding period of the previous year.

Articles.	1900.		1899.		Total, 1900.	Total, 1899.	Increase.	Decrease.
	Up.	Down.	Up.	Down.				
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
I.—Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.	14	5	.....	.....	19	.....	19	.....
II.—Coal and coke carried for the public and foreign railways.	9,115	64,906	14,908	41,662	74,021	56,570	17,451	.....
III.—Cotton—								
1. Raw	1,330	421	943	2,328	1,751	3,271	.....	1,520
2. Manufactured—								
(a) Twist and yarn, European	23	41	12	121	64	133	.....	69
(b) Ditto, Indian ...	115	450	71	393	565	464	101	.....
(c) Piece-goods, European ...	251	68	220	152	319	372	.....	53
(d) Ditto, Indian ...	30	167	52	219	197	271	.....	74
(e) Others	3	2	.....	.....	5	.....	5	.....
IV.—Chemicals excepting saltpetre ...	1	1	.....	.....	2	.....	2	.....
V.—Drugs—								
1. Intoxicating, other than opium.	1	4	1	3	5	4	1	.....
2. Non-intoxicating—								
(a) Medicinal preparations	2	2	.....	.....	4	.....	4	.....
(b) Others	18	11	9	3	29	12	17	.....
VI.—Dyes and Tans—								
1. Al (morinda citrifolia)	.....	.....	.....	.....	.....	.....	.....	.....
2. Alizarine and aniline dyes ...	1	2	1	4	3	5	.....	2
3. Cutch	3	7	6	1	10	7	3	.....
4. Indigo	5	1	1	1	6	2	4	.....
5. Myrabolams	3,765	65	1,942	135	3,830	2,077	1,753	.....
6. Tanning barks	.....	.....	.....	.....	.....	.....	.....	.....
7. Turmeric	67	50	110	62	117	172	.....	55
8. Others	65	20	22	16	85	38	47	.....
VII.—Fodder—								
1. Oilcake	32	10	.....	.....	42	.....	42	.....
2. Hay, straw and grass	350	29	.....	.....	379	.....	379	.....
VIII.—Fruits and vegetables, fresh	230	75	.....	.....	305	.....	305	.....
IX.—Grain and Pulse—								
1. Gram and pulse	14,610	445	2,147	726	15,055	2,873	12,182	.....
2. Jowar and bajra	41	2	1	8	43	9	34	.....
3. Rice in the husk	5,887	129	9	79	6,016	88	5,928	.....
4. ,, not in the husk	32,320	3,860	12,817	1,534	36,180	14,351	21,829	.....
5. Wheat	2,527	82	4,760	377	2,609	5,137	.....	2,528
6. ,, flour	175	62	.....	.....	237	.....	237	.....
7. Others	1,630	45	46	14	1,675	60	1,615	.....
X.—Hides and skins—								
1. Hides of cattle—								
(a) Dressed or tanned ...	.....	.....	.....	.....	.....	.....	.....	.....
(b) Raw	69	1,672	47	310	1,741	357	1,384	.....
2. Skins of sheep and other animals—								
(a) Dressed or tanned ...	.....	.....	.....	.....	.....	.....	.....	.....
(b) Raw	5	25	1	11	30	12	18	.....
XI.—Horns	26	9	8	10	35	18	17	.....
XII.—Hemp (Indian) and other fibres, excluding jute.	37	1,520	1	.....	1,557	1	1,556	.....
XIII.—Jute—								
1. Raw	17	3	1	1	20	2	18	.....
2. Gunny-bags and cloth	525	562	517	156	1,087	673	414	.....
XIV.—Lac	257	1,396	73	348	1,653	421	1,232	.....
XV.—Leather—								
1. Unwrought	2	1	8	3	3	11	.....	8
2. Wrought excepting boots and shoes.	7	3	.....	.....	10	.....	10	.....
XVI.—Liquors—								
1. Ale and beer	7	49	10	60	56	70	.....	14
2. Spirits of all kinds, including country spirit.	5	3	2	1	8	3	5	.....
3. Wines	8	3	10	3	11	13	.....	2
4. All other sorts, including toddy and fermented liquors, other than ale and beer.	.....	.....	.....	.....	.....	.....	.....	.....
XVII.—Metals—								
1. Brass, unwrought	.....	.....	.....	7	.....	7	.....	7
2. ,, wrought	25	27	24	16	52	40	12	.....
3. Copper, unwrought	.....	.....	1	1	.....	2	.....	2
4. ,, wrought	1	1	3	1	2	4	.....	2
5. Iron and steel—								
(a) Cast	7	1	3	.....	8	3	5	.....
(b) Unwrought	.....	.....	.....	232	.....	232	.....	232
(c) Wrought	135	527	45	108	662	153	509	.....
(d) Manufactures	330	165	84	55	504	139	365	.....
6. Others	32	27	31	30	59	70	.....	11
XVIII.—Oils—								
1. Kerosine	715	59	419	109	774	528	246	.....
2. Castor	12	3	10	14	15	24	.....	9
3. Cocoanut	9	1	9	1	10	10	.....	.....
4. Mustard and rape	3	1	3	.....	4	3	1	.....
5. Others	25	5	24	3	30	27	3	.....

ARTICLES.	1900.		1899.		Total, 1900.	Total, 1899.	Increase.	Decrease.
	Up.	Down.	Up.	Down.				
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
XIX.—Oilseeds—								
1. Castor	63	2	57	91	65	148	.....	83
2. Earthnuts	2	1	...	2	3	2	1	.....
3. Linseed	126	.....	2,098	1,481	126	3,579	.....	3,453
4. Poppy	3	1	6	.....	4	6	.....	2
5. Rape and mustard	21	162	217	654	183	871	.....	688
6. Til or jinjili	4,001	923	1,548	2,092	4,924	3,640	1,284	.....
7. Others	75	526	45	484	601	529	72	.....
XX.—Opium	2	1	3	1	3	4	.....	1
XXI.—Paper and pasteboard	36	5	26	1	41	27	14	.....
XXII.—Provisions—								
1. Dried fruits and nuts	71	202	218	44	273	262	11	.....
2. Ghee	47	172	12	128	219	140	79	.....
3. Others	92	201	457	304	293	761	.....	468
XXIII.—Railway plant and rolling-stock carried for the public and foreign railways—								
1. Locomotive engines and tenders and parts thereof.	.....	.....	.....	.....	.....	.....	.....	.....
2. Carriages and trucks and parts thereof.	.....	.....	17	.....	.....	17	.....	17
3. Materials—								
(a) Steel rails and fish-plates.	7	1	.....	.....	8	.....	8	.....
(b) Sleepers and keys of steel and cast-iron.	.....	.....	.....	.....	.....	.....	.....	.....
(c) Other sorts	344	5,236	893	5,569	5,580	6,462	.....	882
XXIV.—Salt	1,429	2,385	2,268	3,851	3,814	6,119	.....	2,305
XXV.—Saltpetre and other saline substances—								
1. Saltpetre	12	2	3	2	14	5	9	.....
2. Other saline substances ...	20	3	3	11	23	14	9	.....
XXVI.—Silk—								
1. Raw—								
(a) Foreign	.....	.....	.....	.....	.....	.....	.....	.....
(b) Indian	98	65	10	8	163	18	145	.....
2. Piece-goods—								
(a) Foreign	.....	.....	.....	.....	.....	.....	.....	.....
(b) Indian	.....	.....	1	.....	.....	1	.....	1
XXVII.—Spices—								
1. Betel-nuts	71	32	170	10	103	180	.....	77
2. Cardamoms	2	1	1	1	3	2	1	.....
3. Chillies	62	50	74	126	112	200	.....	88
4. Ginger	1	1	2	3	2	5	.....	3
5. Pepper	5	1	5	3	6	8	.....	2
6. Others	93	21	65	19	115	84	30	.....
XXVIII.—Stone and lime	75	2,024	77	1,886	2,099	1,963	136	.....
XXIX.—Sugar—								
1. Refined or crystallized, including suzarcandy.	123	94	129	167	217	296	.....	79
2. Unrefined—								
(a) Sugar	.....	.....	.....	.....	.....	.....	.....	.....
(b) Gur, rab, molasses, jaggery and other saccharine produce.	785	99	958	99	884	1,057	.....	173
XXX.—Tea—								
1. Foreign	.....	.....	...	.....	.....	.....	.....	.....
2. Indian	3	5	4	6	8	10	.....	2
XXXI.—Tobacco—								
1. Unmanufactured	142	127	42	42	269	84	185	.....
2. Manufactured—								
(a) Cigars	1	2	1	1	3	2	1	.....
(b) Other sorts	15	23	8	8	38	16	22	.....
XXXII.—Wood—								
1. Timber, unwrought	948	1,204	1,184	1,463	2,152	2,647	.....	495
2. Manufactured	35	17	.....	.....	32	.....	52	.....
XXXIII.—Wool—								
1. Raw	.....	.....	1	1	.....	2	.....	2
2. Manufactured—								
(a) Carpets and rugs	1	1	1	.....	2	1	1	.....
(b) Piece-goods, European ...	.....	.....	.....	.....	.....	.....	.....	.....
(c) Ditto, Indian ...	1	5	2	4	6	6	.....	.....
(d) Other sorts of manufactures.	2	3	.....	.....	5	.....	5	.....
XXXIV.—All other articles of merchandise—								
1. Firewood	418	275	638	224	693	862	.....	169
2. Bamboos	408	501	784	161	999	945	54	.....
3. Moha	526	57	1,282	32	583	1,314	.....	731
4. Others	873	935	838	1,439	1,808	2,277	.....	469
Total ...	86,098	92,391	83,560	69,745	178,339	123,305	69,872	14,778
						Net ...	55,094	.....

A. GRANT,
Act *Auditor, B.-N. Railway.*

Calcutta, the 13th August 1900.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 4th August 1900 on 1,836·15 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P. (a)	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	341,328	3,49,896 5 0	44,94,858 20	8,05,962 9 0	26,429 0 0	11,82,317 14 0	107,937	180,922	288,859
Or per mile of railway	...	190 8 11	.....	438 15 4	14 6 4	643 14 7	.....	.....	.....
For previous 4 weeks of half-year	1,474,455	15,59,859 4 0	1,90,46,074 10	36,37,348 2 0	1,01,421 0 0	52,98,628 6 0	422,891	795,689	1,218,580
Total for 5 weeks ...	1,815,783	19,09,755 9 0	2,44,34,932 30	44,43,340 11 0	1,27,850 0 0	64,80,946 4 0	530,828	976,611	1,507,439
Comparison.									
Total for corresponding week of previous year	308,202	3,31,851 13 10	39,59,345 10	6,39,139 8 6	14,859 1 5	9,85,850 7 9	93,108½	150,832½	243,940½
Per mile of railway corresponding week of previous year ...	.....	193 15 10	.....	373 9 11	8 11 0	576 4 9	.....	.....	.....
Total for corresponding 5½ weeks of previous year	1,749,833½	17,80,645 10 10	1,96,62,386 30	33,19,133 10 9	70,689 7 8	51,70,468 13 3	490,044½	788,336	1,278,380½

(a) The increase is chiefly in coal traffic.

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899. 1900.

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		No. of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
1,836·15	Week ended 7th July ...	393,897	4,48,904	50,34,320	9,34,699	22,470	14,06,073	766	314,298	4 7 7
1,836·15	" " 14th " ...	400,878	4,16,385	5 ,57,247	9,25,110	25,826	13,67,321	745	306,299	4 7 5
1,836·15	" " 21st " ...	337,740	3,49,521	46,02,869	8,77,982	25,720	12,53,223	683	297,637	4 3 4
1,836·15	" " 28th " ...	341,950	3,45,049	51,45,648	8,99,557	27,404	12,72,011	693	300,346	4 3 9
1,836·15	" " 4th August ...	341,328	3,49,896	44,94,859	8,05,993	26,429	11,82,318	644	288,859	4 1 6
	Totals up to date ...	1,815,783	19,09,755	2,44,34,933	44,43,341	1,27,850	64,80,946	706	1,507,439	4 4 9

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded. 1899.

		No. of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
1,710·67	8 days of July	425,807	4,54,371	45,59,139	8,06,030	16,693	12,77,124	747	307,818	4 2 5
1,710·67	Week ended 15th July ...	363,619	3,51,956	42,17,629	6,87,396	13,140	10,52,402	615	254,918	4 2 1
1,710·67	" " 22nd " ...	346,546	3,37,012	35,12,074	6,08,241	13,085	9,58,338	560	236,052	4 1 0
1,710·67	" " 29th " ...	305,660	3,05,455	34,23,200	5,78,387	12,912	8,96,754	524	235,652	3 12 11
1,710·67	" " 5th August ...	308,202	3,31,852	39,50,345	6,39,140	14,859	9,85,851	576	243,941	4 0 8
	Totals up to date ...	1,749,824	17,80,646	1,96,62,387	33,19,134	70,689	51,70,469	588	1,278,381	4 0 9

TARKESSUR BRANCH RAILWAY.

Approximate Return of Traffic for the week ended 4th August 1900 on 22·23 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	17,620	4,201 10 0	33,213 20	542 2 0	9 0 0	4,752 12 0	1,090	98	1,188
Or per mile of railway	.....	189 0 1	.....	24 6 2	0 6 6	213 12 9	.....	.....	.....
For previous 4 weeks of half-year	92,072	21,922 9 0	1,15,063 0	2,295 11 0	38 0 0	24,256 4 0	4,234	518	4,752
Total for 5 weeks ...	109,692	26,124 3 0	1,48,276 20	2,837 13 0	47 0 0	29,009 0 0	5,324	616	5,940
Comparison.									
Total for corresponding week of previous year	16,072	3,760 3 10	9,320 10	387 2 0	11 13 6	4,159 3 4	1,090	98	1,118
Per mile of railway corresponding week of previous year ...	.....	169 2 5	.....	17 6 8	0 8 6	187 1 7	.....	.....	.....
Total for corresponding 5½ weeks of previous year ...	102,769	23,593 8 4	85,984 10	2,420 2 0	54 1 3	26,067 11 7	5,732	614	6,346

TARKESSUR BRANCH RAILWAY—*concluded.*

1900. *Abstract of progressive weekly return of all earnings for 1900 in comparison with 1899.*

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
22·23	Week ended 7th July	26,989	6,544	22,945	504	10	7,058	317	1,188	5 15 1
22·23	Ditto 14th ,, ...	27,030	6,452	25,378	577	10	7,039	317	1,188	5 14 9
22·23	Ditto 21st ,, ...	20,185	4,803	32,722	596	9	5,408	243	1,188	4 8 10
22·23	Ditto 28th ,, ...	17,877	4,123	34,018	619	9	4,751	214	1,188	4 0 0
22·23	Ditto 4th Aug.	17,629	4,202	33,214	542	9	4,753	214	1,188	4 0 0
	Totals up to date ...	109,692	26,124	1,48,277	2,838	47	29,009	261	5,940	4 14 2

Abstract of progressive weekly return of all earnings for 1900 in comparison with 1899—concluded. *1899.*

		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
22·23	8 days of July ...	24,246	6,025	8,049	322	13	6,360	286	1,437	4 6 10
22·23	Week ended 15th July	21,805	4,792	47,285	448	16	5,256	236	1,292	4 1 1
22·23	Ditto 22nd ,, ...	23,415	5,142	13,329	348	7	5,497	247	1,188	4 10 0
22·23	Ditto 29th ,, ...	17,231	3,874	8,091	915	6	4,795	216	1,241	3 13 10
22·23	Ditto 5th Aug.	16,072	3,760	9,320	387	12	4,159	187	1,188	3 8 0
	Totals up to date ...	102,769	23,593	85,984	2,420	54	26,067	228	6,346	4 1 9

DELHI-UMBALLA-KALKA RAILWAY.

Approximate Return of Traffic for week ended 4th August 1900 on 162·24 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	14,735	12,028 7 0	77,885 30	4,651 7 0	67 0 0	16,746 14 0	3,111	951	4,062
Or per mile of railway	.....	74 2 3	.....	28 10 9	0 6 7	103 3 7	.....	.....	...
For previous 4 weeks of half-year	68,111	69,206 5 0	3,43,021 30	32,485 2 0	270 0 0	1,01,961 7 0	27,571	11,110	38,681
Total for 5 weeks ...	82,846	81,234 12 0	4,20,907 26	37,136 9 0	337 0 0	1,18,708 5 0	30,682	12,061	42,743
COMPARISON.-									
Total for corresponding week of previous year.	17,308½	13,674 10 11	84,248 10	9,741 15 0	63 8 0	23,480 1 11	6,931½	2,826	9,757½
Per mile of railway corresponding week of previous year ...	.....	84 4 7	.....	60 0 9	0 6 3	144 11 7	.....	.....	...
Total for corresponding 5½ weeks of previous year	98,204	79,939 1 9	3,47,061 30	45,533 14 2	336 9 3	1,25,809 9 2	36,366	15,490½	51,996½

1900. *Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899.*

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
162·24	Week ended 7th July ...	20,245	22,563	1,00,333	10,044	67	32,674	201	12,534	2 9 9
162·24	,, ,, 14th ,, ...	20,917	22,098	97,598	9,913	68	32,079	198	12,847	2 7 11
162·24	,, ,, 21st ,, ...	13,609	13,039	69,914	6,713	67	19,819	122	8,378	2 5 10
162·24	,, ,, 28th ,, ...	13,340	11,506	75,177	5,815	68	17,389	107	4,922	3 8 6
162·24	,, ,, 4th Aug. ...	14,735	12,029	77,886	4,651	67	16,747	103	4,062	4 2 0
	Totals up to date ...	82,846	81,235	4,20,908	37,136	337	1,18,708	146	42,743	2 12 5

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded. *1899.*

		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rs. A. P.
162·24	8 days of July	25,211	19,776	72,881	9,176	95	29,047	179	11,955	2 6 11
162·24	Week ended 15th July ...	20,339	17,554	61,713	8,858	60	26,472	163	9,953	2 10 7
162·24	,, ,, 22nd ,, ...	18,729	15,146	54,224	7,189	48	22,383	138	10,214	2 3 1
162·24	,, ,, 29th ,, ...	18,629	13,788	63,695	10,569	70	24,427	151	10,117	2 6 8
162·24	,, ,, 5th Aug. ...	17,305	13,675	94,248	9,742	63	23,480	145	9,757	2 6 6
	Totals up to date ...	98,204	79,939	3,47,061	45,534	336	1,25,809	151	51,996	2 6 9

SOUTH BEHAR RAILWAY.

Approximate Return of Traffic for week ended 4th August 1900 on 78·76 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	10,039	5,493 8 0	32,021 10	1,847 1 0	48 0 0	7,388 9 0	1,595	296	1,891
Or per mile of railway	.....	69 12 0	.....	23 7 3	0 9 9	93 13 0	.....	.....	.....
For previous 4 weeks of half-year	44,881	22,420 8 0	1,65,683 10	10,275 0 0	190 0 0	32,885 8 0	6,267	2,947	9,214
Total for 5 weeks ...	54,920	27,914 0 0	1,97,704 20	12,122 1 0	238 0 0	40,274 1 0	7,862	3,243	11,105
Comparison.									
Total for corresponding week of previous year	9,445	4,795 0 5	16,885 0	1,236 14 0	25 1 9	6,057 0 2	861	252	1,113
Per mile of railway corresponding week of previous year	.....	60 14 2	.....	15 11 3	0 5 1	76 14 6	.....	.....	.....
Total for corresponding 4½ weeks of previous year	37,600½	17,737 6 9	69,585 30	6,231 0 6	61 3 9	24,029 11 0	3,854	959	4,813

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899.

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
78·76	Week ended 7th July ...	11,892	5,794	46,827	2,774	47	8,615	109	2,441	3 8 6
78·76	" " 14th " ...	12,112	5,894	45,501	2,913	47	8,854	112	2,363	3 11 11
78·76	" " 21st " ...	10,072	4,916	39,698	2,542	46	7,500	95	2,205	3 6 5
78·76	" " 28th " ...	10,865	5,823	33,657	2,046	48	7,917	101	2,205	3 9 5
78·76	" " 4th Aug. ...	10,039	5,493	32,021	1,847	48	7,388	94	1,891	3 14 6
	Totals up to date ...	54,920	27,914	1,97,704	12,122	238	40,274	102	11,105	3 10 0

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded. *1899.*

		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
65·00	4 days ended 8th July ...	1,436	417	243	23	1	441	7	390	1 2 1
76·79	Week ended 15th " ...	8,287	4,240	17,382	1,566	12	5,818	76	1,084	5 5 10
78·76	" " 22nd " ...	9,773	4,442	19,285	1,901	13	6,356	81	1,113	5 11 4
78·76	" " 29th " ...	8,669	3,844	18,792	1,544	10	5,388	68	1,113	4 13 0
78·76	" " 5th Aug. ...	9,445	4,795	16,885	1,237	25	6,057	77	1,113	5 7 1
	Totals up to date ...	37,601	17,738	69,586	6,231	61	24,030	69	4,813	4 15 11

EASTERN BENGAL STATE RAILWAY.

(Including N. B., K.-D., Dacca, and Assam-Behar Sections.)

Approximate Return of Traffic and Mileage for the week ended 11th August 1900 on 842 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (including ferry).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	209,270	88,950 0 0	9,44,660 0	2,19,420 0 0	9,950 0 0	3,18,320 0 0	36,328	43,360	79,688
Or per mile of railway	249	106 0 0	1,122 0	261 0 0	*1 0 0	378 0 0	...	...	...
For previous 5 weeks of half-year	1,070,680	4,90,940 0 0	37,06,410 0	6,52,750 0 0	58,530 0 0	12,02,220 0 0	177,226	174,206	351,432
Total for 6 weeks ...	1,279,950	5,79,870 0 0	47,41,070 0	8,72,170 0 0	68,480 0 0	15,20,540 0 0	213,554	217,566	431,120
Comparison.									
Total for corresponding week of previous year	260,792	79,548 0 0	10,89,606 0	2,01,748 0 0	9,300 0 0	2,90,396 0 0	54,944	41,962	76,906
Per mile of railway corresponding week of previous year ...	241	95 0 0	1,306 0	242 0 0	1 0 0	348 0 0	...	...	...
Total to corresponding date of previous year	1,257,799	5,55,886 0 0	47,54,551 0	8,10,726 0 0	71,022 0 0	14,37,634 0 0	215,506	208,539	424,045

* Excluding steam boat earnings.

DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 11th August 1900 on 86 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	20,810	6,740 0 0	22,630 0	2,000 0 0	50 0 0	8,790 0 0	2,456	1,604	4,060
Or per mile of railway	242	78 0 0	263 0	23 0 0	1 0 0	102 0 0	...	...	...
For previous 5 weeks of half-year	113,930	34,770 0 0	50,910 0	5,240 0 0	850 0 0	40,860 0 0	12,615	6,865	19,480
Total for 6 weeks ...	134,740	41,510 0 0	73,530 0	7,240 0 0	900 0 0	49,650 0 0	15,071	8,469	23,540
Comparison.									
Total for corresponding week of previous year	20,937	6,153 0 0	15,394 0	1,319 0 0	64 0 0	7,536 0 0	2,548	1,330	3,878
Per mile of railway corresponding week of previous year ...	243	72 0 0	179 0	15 0 0	1 0 0	88 0 0	...	...	...
Total to corresponding date of previous year	138,320	40,322 0 0	1,60,850 0	8,029 0 0	1,041 0 0	49,392 0 0	15,822	8,607	24,429

COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 11th August 1900 on 33·18 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings, including ferry.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	1,740	890 0 0	5,350 0	1,060 0 0	70 0 0	1,960 0 0	280	910	1,190†
Or per mile of railway	52	27 0 0	161 0	30 0 0	1 0 0*	58 0 0*	.....	.....	.....
For previous 5 weeks of half-year	9,170	4,410 0 0	35,060 0	3,940 0 0	200 0 0	8,550 0 0	1,320	3,827	5,147
Total for 6 weeks ...	10,910	5,300 0 0	40,410 0	4,940 0 0	270 0 0	10,510 0 0	1,600	4,737	6,337
Comparison.									
Total for corresponding week of previous year	1,655	540 0 0	3,873 0	387 0 0	87 0 0	1,014 0 0	429	355	784
Per mile of railway corresponding week of previous year ...	49	16 0 0	115 0	12 0 0	.....	28 0 0	.....	.....	.....
Total to corresponding date of previous year	11,386	3,690 0 0	31,286 0	3,020 0 0	634 0 0	7,344 0 0	2,182	5,198	7,380

* Excluding coaching ferry.
† Includes ballast train-miles 512.

MYMENSINGH-JAGANNATHGANJ RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 11th August 1900 on 53·37 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	7,940	2,110 0 0	22,750 0	1,460 0 0	30 0 0	3,600 0 0	1,186	289	1,475
Or per mile of railway	149	39 0 0	426 0	27 0 0	1 0 0	67 0 0	.....	.....	...
For previous 5 weeks of half-year	37,770	9,900 0 0	31,450 0	3,550 0 0	90 0 0	13,540 0 0	5,974	3,681	9,655
Total for 6 weeks ...	45,710	12,010 0 0	54,200 0	5,010 0 0	120 0 0	17,140 0 0	7,160	3,970	11,430
Comparison.									
Total for corresponding week of previous year	3,183	696 0 0	1,191 0	81 0 0	5 0 0	782 0 0	775	557	1,332
Per mile of railway corresponding week of previous year ...	96	21 0 0	36 0	3 0 0	.....	24 0 0	.....	.....	...
Total to corresponding date of previous year	17,795	4,233 0 0	6,693 0	470 0 0	27 0 0	4,729 0 0	2,887	3,721	6,608

BENGAL DOOARS RAILWAY—SOUTHERN EXTENSION.

Approximate Return of Traffic and Mileage for the week ended 11th August 1900 on 28 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings, including ferry.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	750	190 0 0	1,430 0	80 0 0	10 0 0	280 0 0	318	74	392
Or per mile of railway	27	7 0 0	51 0	3 0 0	.....	10 0 0	.....	.....	.....
For previous 5 weeks of half-year	2,700	690 0 0	5,070 0	270 0 0	10 0 0	970 0 0	1,402	558	1,960
Total for 6 weeks ...	3,450	880 0 0	6,500 0	350 0 0	20 0 0	1,250 0 0	1,720	632	2,352
Comparison.									
Total for corresponding week of previous year	.....	.....	.....	.....	.....	.....	.....	.....	.....
Per mile of railway corresponding week of previous year ...	.....	...	.....	.....	.....	.....	.....	.....	.....
Total to corresponding date of previous year	.....	.....	.....	.....	.....	.....	.....	.....	.....

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 11th August 1900 on 1,202 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated), including steam-boat.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs.	Mds.	Rs.	Rs.	Rs.			
Total traffic for the week on 1,202 miles open	171,790	(a)70,580	3,72,960	(b)40,600	(b)12,730	(b)1,23,910	31,421	(c)24,743	56,164
Or per mile of railway (d) ...	153·66	63·13	333·60	36·31	11·39	110·83	.....	.....	.....
For previous 5 weeks of half-year	742,700	2,88,510	29,90,020	2,98,140	67,520	6,54,170	146,692	141,915	288,607
Total for 6 weeks ...	914,490	3,59,090	33,62,980	3,38,740	80,250	7,78,080	178,113	166,658	344,771
Comparison									
Total for corresponding week of previous year on 1,085 miles open	125,401	45,031	6,39,785	73,319	15,342	1,33,692	25,795	(e)28,763	54,558
Per mile of railway corresponding week of previous year ...	115·58	41·51	589·66	67·57	14·14	123·22	.....	.....	.....
Total to corresponding date of previous year	773,060	2,71,737	34,46,239	3,90,767	86,747	7,49,251	161,989	164,825	326,814

(a) Increase due to increased mileage and to "Mela" at Ajodhya.
(b) Decrease due to slack traffic.
(c) Includes 4,942 miles of ballast trains run on open line.
(d) This has been worked out on the actual mileage (1,118) opened for traffic
(e) Includes 6,538 miles of ballast trains run on open line.

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Mileage for the week ended 4th August 1900 on 139 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	38,711	13,592 0 0	1,21,501 0	13,589 0 0	109 0 0	27,290 0 0	4,550	4,497	9,047
Or per mile of railway	208	105 0 0*	874 0	98 0 0	1 0 0	204 0 0	.....	.....	.....
For previous 4 weeks of half-year	138,731	51,056 0 0	2,83,955 0	23,407 0 0	11,728 0 0	86,191 0 0	18,200	11,799	29,999
Total for 5 weeks ...	177,442	64,648 0 0	4,05,456 0	36,996 0 0	11,837 0 0	1,13,481 0 0	22,750	16,296	39,046
Comparison.									
Total for corresponding week of previous year	39,022	12,886 0 0	53,448 0	5,646 0 0	254 0 0	18,816 0 0	4,947	3,320	8,267
Per mile of railway corresponding week of previous year	304	99 0 0	385 0	41 0 0	2 0 0	142 0 0	.....	.....	.....
Total to corresponding date of previous year	183,903	68,299 0 0	2,57,611 0	22,620 0 0	4,875 0 0	95,704 0 0	26,711	13,746	40,457

* Coaching traffic calculated on 130 miles only.

ASSAM-BENGAL RAILWAY.

Approximate Return of Traffic for the week ended 4th August 1900 on 397 miles open for all descriptions of traffic and an additional 39 miles for goods and parcels traffic only.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	23,250	12,880 0 0	2,28,000 0	13,015 0 0	464 0 0	26,359 0 0	3,102	8,787	11,889
Or per mile of railway	58·56	32·44	522·94	29·85	1·06	63·35	7·81	20·15	27·96
For previous 4 weeks of half-year	98,638	55,480 0 0	8,11,464 0	47,711 0 0	3,475 0 0	1,06,666 0 0	14,744	33,319	48,063
Total for 5 weeks ...	1,21,888	68,360 0 0	10,39,464 0	60,726 0 0	3,939 0 0	1,33,025 0 0	17,846	42,106	59,952
Comparison.									
Total for corresponding week of previous year	20,763	12,547 0 0	2,06,539 0	10,137 0 0	210 0 0	22,894 0 0	3,470	6,985	10,455
Per mile of railway corresponding week of previous year ...	52·43	31·69	487·12	23·91	0·50	56·10	8·76	16·47	25·23
Total to corresponding date of previous year	1,18,867	68,720 0 0	12,83,711 0	59,256 0 0	3,523 0 0	1,31,499 0 0	18,709	37,528	56,237

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam-Bengal Railway.

Receipts for week ending 4th August 1900.			Receipts for week ending 5th August 1899.			Total receipts from 1st April 1900 to 4th August 1900.			Total receipts from 1st April 1899 to 5th August 1899.			Total increase in 1900.	Total decrease in 1900.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.		Rs.	
436	26,359	63·35	424	22,894	56·10	436	5,34,139	...	424	5,15,481	...	18,658	.....

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

	Rs.	A.	P.
Approximate earnings for the week ending 11th August 1900	10,063	0	0
Ditto for the corresponding period of 1899	10,817	0	0
Decrease	754	0	0
Receipts per mile for the week ending 11th August 1900	197	5	0
Ditto for the corresponding period of 1899	212	1	7
Decrease	14	12	7
Receipts from 1st July to 11th August 1900	83,165	0	0
Ditto for the corresponding period of 1899	69,420	0	0
Increase	13,745	0	0

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WEATHER AND CROP REPORT.

For the week ending the 27th August, 1900.

Burdwan.—Rainfall at Sadar 0·81, Kalna 1·43, Kátwa 0·23, Raniganj 3·45. Weather hot and cloudy with occasional showers. Transplantation of *aman* progressing. More rain wanted. Fodder and water sufficient. Common rice selling as follows:—

	Srs.	ch.	
Sadar	11	8	per rupee.
Kalna	11	2½	
Katwa	13	2	
Raniganj	10	8	

Birbhum.—Rainfall at Sadar 2·75, Rámpur Hát 0·60. Weather cloudy and rainy. More rain wanted. Paddy transplantation continues. Sugarcane progressing. Price of rice at Sadar 11 seers 10 chitaks and Rampur Hát 13 seers per rupee. Fodder sufficient.

Bankura.—Weather latter part of the week cloudy. Transplantation going on. More rain wanted. Sugarcane doing well. Fodder and water sufficient. No cattle-disease reported. Price of common rice at Bankura and Vishnupur 10 seers per rupee.

Midnapore.—Rainfall at Sadar 7·47, Contai 7·14, Tamluk 3·97, Ghatal 2·85. Weather rainy and sultry in Sadar, cyclonic in Contai, and hot and rainy in Tamluk and Ghatal. Transplantation going on in some places. State and prospect of sugarcane favourable. Prospect of paddy not good at Tamluk. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	12	per rupee.
Contai	14	
Tamluk	9¾	
Ghatal	13	

Hooghly.—Rainfall at Sadar 1·01, Serampore ·52, Arambagh 1·77. Transplantation of paddy almost finished. Condition of jute and sugarcane good. Common rice sells at 11¾ seers per rupee.

Howrah.—Rainfall at Sadar 2·99, Ulubaria 1·06. Weather cloudy with occasional showers. Transplantation still going on in some places. More rain wanted. Harvesting of jute commenced in some places. Sugarcane doing well. Fodder and water sufficient. Common rice sells at 11 seers per rupee.

24-Parganas.—Rainfall at Sadar 4·19, Barasat 3·85, Basirhat 1·30, Diamond Harbour 2·34. Weather very hot and cloudy with occasional showers. Transplantation of *aman* nearly over. Harvesting of *aus* and jute going on briskly. Cattle-pox reported from Diamond Harbour subdivision. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	13	per rupee.
Barasat	12	
Basirhat	13¼	
Diamond Harbour	11⅜	

Nadia.—Rain at Sadar 0·61, Kushtea 2·30, Meherpur 0·51, Chuadanga 1·56, Ranaghat 0·74. Weather hot and cloudy. Harvesting of *aus* and *jute* continues. More rain wanted for the standing crops. Fodder and water sufficient. Price of common rice stationary.

Murshidabad.—Rainfall at Sadar 2·69, Jangipur 0·37, Lalbagh 2·22, Kandi 1·02. Weather hot. Harvesting of *bhadoi* and transplantation of *aman* going on. Prospects good. Cutting of jute commenced. Cattle-disease reported from thanas Nawada, Gowras, and Nabagram. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	12⅓	per rupee.
Lalbagh	12¾	
Jangipur	13½	
Kandi	14½	

Jessore.—Rainfall at Sadar 1·58, Jhenida 0·94, Narail 2·15, Bangaon 1·18. Weather cloudy and sultry with slight showers. Harvesting of *aus* paddy and jute going on. Transplantation of *aman* nearly finished. More rain wanted for *aman*. No cattle-disease reported. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	14	per rupee
Jhenida	13 5/16	
Narail	13	
Bangaon	13 5/16	

Khulna.—Rainfall at Sadar 3·33, Bagerhat 1·37, Satkhira 1·58. Weather seasonable. Transplantation of *aman* continues. More rain wanted. Fodder and water sufficient. Stray cases of cattle-disease reported from Dumuria. Common rice sells as follows:—

	Srs.	
Sadar	14⅓	per rupee.
Bagerhat	14	
Satkhira	12	

Rajshahi.—Rainfall at Sadar 1·56, Nator 0·50, Naogaon 0·29. Prospects of standing crops fair. More rain wanted. No cattle-disease. Fodder and water ample. Common rice sells at 15 seers per rupee.

Dinajpur.—Rainfall at Sadar 8·32; average at other stations little over one inch. Weather now showery. More rain wanted, especially in Thakurgaon subdivision. Jute-steeping and *haimanti* transplantation progressing. No cattle-disease. Fodder and water plentiful. Price of coarse rice varies from 15 seers at Sadar to 13 seers at Thakurgaon.

Jalpaiguri.—Rainfall at Sadar 4 inches, Alipore Duars 2·03. Weather hot and cloudy. Transplantation of *haimanti* paddy going on. More rain wanted. *Bhadoi* paddy being harvested. Cutting of jute commenced in places. Common rice sells at 14 seers per rupee. Fodder and water sufficient.

Darjeeling.—Rainfall at Darjeeling 6·31, Kurseong 5·28, Siliguri 3·45, Kalimpong 6·56. Weather seasonable. *Hills*—*Bhutta* and potatoes being harvested; *chota* and *bara marua* and *haimanti* paddy doing well. *Terai*—*Bhadoi* being harvested; jute-cutting going on. Coarse rice sells as follows:—

	Srs.	
Hills	9	per rupee.
Terai	15	

Bhutta sells at 19 seers per rupee.

Rangpur.—Rainfall at Sadar 1·34, Kurigram 2·19, Nilphamari 1·40. Weather very hot. More rain badly wanted. Transplantation of *aman* and steeping of jute going on. Fodder and water sufficient. Rice sells as follows :—

	Srs.	
Sadar	13	per rupee.
Gaibanda	10	
Kurigram	14	
Nilphamari	14	

Bogra.—Average rainfall 0·87. Cutting of *aus* and jute and transplantation of *aman* continuing. More rain required. Prospects fair. Fodder and water sufficient. Common rice sells at 14 seers per rupee.

Pabna.—Rainfall at Sadar 2·22, Sirajganj 0·32. Weather cloudy and rainy. Prospects of crops unchanged. More rain wanted for *aman*. Prices stationary.

Dacca.—Rainfall at Sadar ·43, Manikganj 1·31, Munshiganj 3·27, Narainganj 2·26. Weather seasonable. Prospects of crops good. Fodder available. No cattle-disease. Common rice 13 seers per rupee.

Mymensingh.—Rainfall at Sadar 0·99, Jamalpur 0·35, Kishoreganj 2·49, Netrokona 5·29. Tangail 0·14. Weather hot. Jute is being harvested. Transplantation of *rowa* paddy approaching completion. Prospects of *aman* good on the whole, but more rain is wanted. Fodder and water sufficient. Condition of cattle good. Common rice sells as follows :—

	Srs.	
Sadar	13	per rupee.
Kishoreganj	13	
Jamalpur	11½	
Netrokona	14½	
Tangail	12¼	

Faridpur.—Rainfall at Sadar 2·73, Goalundo 0·29, Madaripur 3·65. Weather seasonable. State and prospects of crops good. Common rice sells at 12 seers per rupee.

Backergunge.—Rainfall at Sadar 2·15. Weather seasonable. Prospects of crops good Common rice sells at 13 seers (*aman*) and 15 seers (*aus*) per rupee.

Tippera.—Rainfall at Sadar 1·56, Brahmanbaria ·17, Chandpur 4·22. Weather seasonable. Cutting of jute and *aus* still continues. *Aman* paddy doing well. No cattle-disease reported. Average price of common rice 13¼ seers per rupee.

Noakhali.—Rainfall at Sadar 8·13, Feni 2·49. Transplantation of *aman* and harvesting of *aus* continue. Prospects good. No cattle-disease. Fodder and water sufficient. Price of common rice stationary.

Chittagong.—Rainfall at Sadar 3·45, Cox's Bazar 7·18. More rain wanted. Fields are being cultivated for winter rice. Water and fodder sufficient. Common rice 12 seers per rupee.

Patna.—Rainfall at Sadar 4·03, Barh 1·02, Bihar 1·97, Dinapore 4·37, Hilsa 1·75, Bikram 4·39. Recent rain slightly improved prospects of winter rice. Transplantation continues where water is sufficient. More rain wanted. Fodder and water sufficient. Coarse rice at Sadar sells at 14 seers a rupee.

Gaya.—Rainfall at Sadar 2·46, Jahanabad 2·44, Aurangabad 1·01, Nawada 0·52 *Bhadoi* crops doing well. Transplantation of paddy going on slowly for want of rain. Common rice selling at 11½ seers per rupee.

Shahabad.—Rainfall at Sadar 1·90, Buxar 1·44, Bhabua 2·20, Sasaram 2·76, Dehri 1·55. More rain wanted for paddy. Standing crops good. Fodder and water sufficient. Rice sells at Sadar 11 seers per rupee.

Saran.—Rainfall at Sadar 2·19, Siwan 0·17, Gopalganj 0·31. Weather hot and cloudy. Recent rain has helped paddy transplantation materially, but more wanted. The *bhadoi* crop is assured. Price of common rice 11 seers 13 chitaks and of *makai* 13 seers 4 chitaks per rupee.

Champaran.—Rainfall at Motihari 4·32, Bettiah 4·65. The heavy rain of last week has been beneficial to crops. Transplantation going on in places. Rain unevenly distributed; more needed. *Bhadoi* paddy being harvested in places. Prices of common rice and maize at Sadar are 10¾ and 13 seers per rupee respectively.

Muzaffarpur.—Rainfall at Sadar 1·17, Hajipur 1·56. Sitamarhi 2·67. The second rainfall has much benefited the *bhadoi* crops. Prospects good. More rain wanted for transplantation of winter rice. Prices are—Common rice 12 seers, wheat 12 seers, barley 16 seers, maize 14 seers, gram 14½ seers, *arhar* 15 seers, and *marua* 19 seers per rupee.

Darbhanga.—Rainfall at Sadar 1·67, Samastipur 1·18, Madhubani 2·33. Transplantation of paddy is going on, but more rain is wanted. *Bhadoi* crops doing well. Fodder and water sufficient. Cattle-disease reported from thana Khajauli. Common rice sells as follows:—

	Srs.	ch.	
Sadar	13	3	per rupee.
Samastipur	13	8	
Madhubani	13	10	

Monghyr.—Rainfall at Monghyr 0·26, Begusarai 1·09, Jamui 0·35. Weather hot and occasionally cloudy. Transplantation of paddy is delayed for want of rain. Prospects of standing crops good. Common rice sells as follows:—

	Srs.	ch.	
Monghyr	11	6	per rupee.
Begusarai	11	8	
Jamui	11	0	

Bhagalpur.—Weather hot. More rain is wanted for paddy. Other crops are growing well. Fodder and water ample. Cattle-disease at Kishenganj and Bangong thanas of Madhipura subdivision.

Purnea.—Rainfall at Sadar 1·37, Kishanganj 0·25, Araria 0·25. Weather hot. Harvesting of *bhadoi* and jute commenced. Rain urgently needed for winter rice. No cattle-disease reported. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	15	per rupee.
Kishanganj	15	
Araria	15	

Malda.—Rainfall at Sadar 2·54, Shibganj 1·6, Gajole 3·05. Weather hot and rainy with strong easterly wind. Harvesting of *bhadoi* not yet completed Transplantation of winter rice approaching completion. No cattle-disease. Average price of rice 13¼ seers per rupee. Fodder and water sufficient.

Sonthal Parganas.—Average rainfall 1·92. Weather cloudy and rainy. Standing crops promising. More rain wanted in Deoghur, Pakour, and Rajmahal for transplanting paddy on high lands. Some cattle-disease in Pakour and Rajmahal. Fodder sufficient. Average price of rice and *maize* 12 seers per rupee.

Cuttack.—Rainfall at Sadar 2·23, Jajpur 1·90, Kendrapara 1·24, Banki 2·17. Weather seasonable. *Beali* maturing. Weeding of *sarad* continues. Sugarcane growing. *Mandia* ripening. Condition of cattle generally good. Common rice sells as follows:—

	Srs.	ch.	
Cuttack	13	2	per rupee.
Jajpur	15	12	
Kendrapara	17	1	
Banki	11	11	

Balasore.—Rainfall at Sadar 7·35. *Asu* in ear. Transplantation, weeding, and reploughing of *sarad* continue. Jute and sugarcane are thriving well. Rice sells at 15 7/8, 13, and 16 seers per rupee in interior, Balasore, and Bhadrak, respectively. Crops on low lands are under flood-water. Cattle-disease reported from Balasore Circle. Fodder and water sufficient.

Puri.—Rainfall at Sadar 4·38, Khurda 7·99. Weather seasonable. Transplanting, weeding and puddling of *sarad* paddy continue. *Beali* in ear and ripening in places. Condition of *arhar*, *mandia*, sugarcane, and other miscellaneous crops good. Fodder and water sufficient. Prices of common rice are:—

	Srs.	ch.	
Sadar	11	13	per rupee.
Khurda	10	8	
Interior of district	12	5	

Angul.—Rainfall at Angul ·47, Chhindipada (up to 18th) 2·20, Bissipara (up to 20th) 11·5. Weather cloudy and seasonable for gathering of maize, millets and til. Weeding and transplanting of winter paddy continue. Sowing of *birhi* commenced. Prospects of crops good. Field—labour sufficiently available. Cases of cattle-disease reported. Common rice selling from 7½ to 11 seers per rupee. Number of persons daily on relief:—

	Men.	Women.	Children.
Angul	411	38	20
Khondmals	168	198	88

Hazaribagh.—Rainfall at Sadar 5·04, Giridi 2·75. Weather seasonable. Transplantation of paddy going on. *Bhadoi* promises well. Fodder and water sufficient. Common rice sells at Sadar 11½ seers and Giridi 11 seers per rupee.

Ranchi.—Rainfall 4·88. Weather seasonable. Prospects of crops favourable. Harvesting of *gora* paddy commenced. Average price of common rice is 9 seers per rupee. Cattle-disease continues in Rahey outpost. Fodder and water sufficient. Numbers on relief on Thursday, 23rd August, 1900:—

	Men.	Women.	Children.	Total.
Relief-works ...	5,984	3,737	2,683	12,404
Test-works ...	763	334	182	1,279
Kitchens ...	765	943	6,474	8,182
Dry doles ...	188	468	176	832

Palamau.—Rainfall 1·10· Weather seasonable. Paddy transplantation still continues. Til being sown. *Bhadoi* doing well. Fodder and water sufficient. Prices at Sadar are—Rice 9 seers, gram 9½ seers, wheat 10 seers per rupee. Numbers on relief on Thursday, the 23rd August, 1900:—

	Men.	Women.	Children.	Total.
Relief-works ...	26	21	Nil	47
Test-works ...	329	223	109	661
Kitchens ...	196	435	779	1,410
Relieved by Charitable Fund ...	48	120	397	565

Manbhum.—Rainfall at Sadar 5·39, Gobindpur 2·22. Ordinary monsoon weather. *Bhadoi* crops ripening. Transplantation of winter rice still going on in places. Cattle-disease reported from thana Topchanchi. Fodder and water sufficient. Average price of common rice at Sadar 10 seers 6 chitaks and Gobindpur 10 seers per rupee. Supply sufficient.

Singhbhum.—Rain 3·28. *Gundli* is being reaped and sells at 32 seers per rupee. The reaping of *aus* and *gora* paddy has also commenced in some places. Prospects of later rice fair. *Makai* is ripe, and will supply food till *gora* paddy is ready. Average price of rice is 11 seers 2 chitaks per rupee in the district: at Chaibasa 10 seers.

General Summary.—There was general rain during the week, but, except in Orissa and Chota Nagpur, it was for the most part scanty and very unevenly distributed. More rain is still wanted for the transplantation of winter rice in Bihar and in Western, Central, and Northern Bengal. The prospects of the autumn crops and sugarcane continue very favourable. The harvesting of *aus* rice, jute, and other early autumn crops is proceeding well. Cattle-disease exists in some districts. Fodder is everywhere sufficient. The price of rice is reported to have fallen in 15 districts and risen in 8.

Numbers on relief on Thursday, the 23rd August, 1900, as compared with the figures for the 16th August—

	23rd August.	16th August.
Ranchi—		
Relief-works	12,404	11,783 *
Test-works	1,279	834 *
Kitchens	8,182	5,468 *
Dry doles	832	399 *
Total ...	22,697	18,484
Palamau—		
Relief-works	47	92
Test-works	661	431
Kitchens	1,410	1,297
Charitable Fund	565	596
Total ...	2,683	2,416

* Some returns not received.

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,
The 28th August, 1900.

Results of the Meteorological Observations taken at the Alipore Observatory from 19th to 25th August 1900.

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 32° Fahr.	Temperature. Mean.	Temperature. Maximum.	Temperature. Range.	Temperature. Minimum.	Hygrometry. Mean wet bulb.	Hygrometry. Vapour tension.	Hygrometry. Dew point.	Hygrometry. Humidity.	Wind. Prevailing direction.	Wind. Miles recorded.	Rain.	Weather
				Inches.	°	°	°	°	°	Inches	°	%			Inches.	
1900. Aug.	19th	144·1	6·0	29·542	84·1	89·0	10·8	78·2	80·8	1·009	79·5	86	ESE and SSE ...	242	0·48	Chiefly cloudy, o, p.
,,	20th	146·1	8·1	·601	86·1	91·6	10·6	81·0	82·2	1·051	80·7	84	SE by S, SSW and S by W.	130	Nil	Partially cloudy, ⌓.
,,	21st	151·4	5·1	·621	85·2	91·1	10·7	80·4	81·2	1·014	79·7	84	SSW, WSW, and SW by W.	131	0·05	Chiefly cloudy, o, d.
,,	22nd	148·3	5·3	·633	84·5	89·9	11·9	78·0	81·1	1·018	79·8	86	SW by W, WSW, and WNW.	152	1·23	Chiefly cloudy, o, p.
,,	23rd	127·1	0·4	·641	83·5	88·6	10·2	78·4	81·2	1·036	80·3	90	W, NW, and calm	57	0·35	Chiefly cloudy, o, p.
,,	24th	144·8	3·3	·580	84·2	90·9	11·3	79·6	81·2	1·055	80·9	90	WNW and calm ...	25	0·60	Chiefly cloudy, o, p.
,,	25th	150·4	6·4	·517	86·7	93·9	13·5	80·4	81·9	1·026	80·0	81	Calm and variable	67	Nil	Chiefly clou , o, ⌓.

	Inches.
The mean pressure of the seven days	29·591
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	29·601
	Hours.
The total number of hours of bright sunshine	34·6
The maximum possible number of hours of sunshine	89·2
	°
The mean temperature of the seven days	84·9
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	83·1
The extreme variation of temperature	15·9
The maximum temperature	93·9
	Miles.
The highest velocity of the wind in one hour	14
	%
The mean relative humidity	86
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	87
	Inches.
The total fall of rain from 19th to 25th August 1900	2·71
The average fall of the corresponding period for 24 years, Surveyor-General's Office	3·17
The total fall from 1st January to 25th August 1900	38·42
The average fall of the corresponding period for 24 years, Surveyor-General's Office	46·53

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph, and from eye observations.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

o, overcast; p, passing temporary showers; ⌓ dew; d, drizzling rain.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 27th August 1900.

G. W. KUCHLER,
For *Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories.*

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate return of traffic on the Circular and Eastern Canals for the week ending Saturday the 25th August 1900, as compared with the corresponding week of the previous year.

Nature of Cargo.	Week ending Saturday, the 25th August 1900.			Week ending Saturday, the 26th August 1899.		
	Number of boats.	Weight of cargo.	Tollage.	Number of boats.	Weight of cargo.	Tollage.
	No.	Mds.	Rs.	No.	Mds.	Rs.
Rice and paddy	883	1,16,775	1,874	842	1,13,950	1,658
Jute	29	8,706*	108	28	15,700	225
Firewood	58	43,700	652	53	23,950	361
Other articles	623	1,48,370	1,911	800	2,03,045	2,329
Total ...	1,593	3,17,551	4,545	1,723	3,56,645	4,573

* Weight by canal measurement ... 9,700 maunds.

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Abstract of principal Commodities carried over the Bengal Central Railway during the month of June 1900 as compared with the same month of previous year.

Articles.	1900.		1899.		Total.		Increase.	Decrease.
	Up.	Down.	Up.	Down.	1900.	1899.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Animals	.....	.....	.....	.....	.....	.....	.....	.....
Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.	1	.....	.....	.....	1	.....	1	.....
Coal and Coke carried for the Public and Foreign Railways.	915	29	77	518	944	595	349	.....
Cotton, raw	.....	40	.....	19	40	19	21	.....
Cotton, manufactured—								
Twist and yarn, European	98	1	82	.....	99	82	17	.....
Ditto, Indian	6	.....	.....	.....	6	.....	6	.....
Piece-goods, European	120	.....	110	.....	120	110	10	.....
Ditto, Indian	2	.....	1	.....	2	1	1	.....
Others	.....	.....	.....	.....	.....	.....	.....	.....
hemicals, excepting saltpetre	.....	.....	.....	.....	.....	.....	.....	.....
Drugs—								
Intoxicating, other than opium	.....	.....	.....	.....	.....	.....	.....	.....
Non-intoxicating—								
Medical preparations	.....	.....	.....	.....	.....	.....	.....	.....
Others	2	.....	1	.....	2	1	1	.....
Dyes and Tans—								
Indigo	.....	.....	.....	.....	.....	.....	.....	.....
Myrabolams	.....	.....	.....	.....	.....	.....	.....	.....
Cutch	.....	.....	.....	.....	.....	.....	.....	.....
Turmeric	4	10	5	48	14	53	.....	39
Alizarine and Aniline Dyes	.....	.....	.....	.....	.....	.....	.....	.....
Al (Morinda Citrifolia)	.....	.....	.....	.....	.....	.....	.....	.....
Tanning Barks	.....	2	.....	.....	2	.....	2	.....
Others	.....	.....	.....	.....	.....	.....	.....	.....
Fodder—								
Oilcake	5	74	.....	.....	79	.....	79	.....
Hay, straw and grass	.....	.....	.....	.....	.....	.....	.....	.....
Fruits and vegetables, fresh	11	107	.....	.....	118	.....	118	.....
Grain and Pulse—								
Wheat	.....	.....	.....	4	.....	4	.....	4
Rice in the husk	101	120	29	1	221	30	191	.....
Do. not in the husk	10	2,137	18	827	2,147	845	1,302	.....
Jawar and bajra	.....	.....	.....	.....	.....	.....	.....	.....
Gram and pulse	43	416	26	937	459	963	.....	504
Wheat flour	10	.....	.....	.....	10	.....	10	.....
Others	.....	6	.....	.....	6	.....	6	.....
Hides and Skins—								
Hides of cattle—								
Dressed or tanned / Raw	.....	17	.....	24	17	24	.....	7
Skins of sheep and other animals—								
Dressed or tanned / Raw	.....	4	.....	.....	4	.....	4	.....
Horns—								
Hemp (Indian) and other fibres, excluding jute	.....	125	.....	.....	125	.....	125	.....
Jute—								
Raw	.....	27	5	30	27	35	.....	8
Gunny-bags and cloth	94	5	46	2	99	48	51	.....
Lac—								
Leather—								
Unwrought	.....	.....	.....	.....	.....	.....	.....	.....
Wrought, excepting boots and shoes	.....	.....	1	.....	.....	1	.....	1
Liquors—								
Ale and beer	.....	.....	.....	.....	.....	.....	.....	.....
Spirit of all kinds, including country spirit	.....	.....	.....	.....	.....	.....	.....	.....
Wine	2	.....	3	.....	2	3	.....	1
All other sorts, including toddy and fermented liquor, other than ale and beer.	.....	.....	.....	.....	.....	.....	.....	.....
Metals—								
Copper, unwrought	.....	.....	.....	.....	.....	.....	.....	.....
Brass, ditto	.....	.....	.....	.....	.....	.....	.....	.....
Copper, wrought	.....	.....	.....	.....	.....	.....	.....	.....
Brass, ditto	4	1	1	5	5	6	.....	1
Iron and steel—								
Cast	1	.....	1	.....	1	1	.....	.....
Unwrought	.....	.....	.....	.....	.....	.....	.....	.....
Wrought	18	.....	16	4	18	20	.....	2
Manufactures	3	.....	11	.....	3	11	.....	8
Others	3	16	61	23	19	84	.....	65
Oils—								
Kerosine	141	7	95	.....	148	95	53	.....
Castor	.....	.....	.....	.....	.....	.....	.....	.....
Cocoanut	15	.....	18	.....	15	18	.....	3
Mustard and rape	30	.....	44	.....	30	44	.....	14
Others	.....	.....	.....	.....	.....	.....	.....	.....
Oilseeds—								
Linseed	.....	122	.....	128	122	128	.....	6
Rape and mustard	58	10	60	83	68	143	.....	75
Til or jinjili	.....	2,031	.....	1,274	2,031	1,274	1,657	.....
Poppy	.....	.....	.....	.....	.....	.....	.....	.....
Earth-nuts	.....	.....	.....	.....	.....	.....	.....	.....
Castor	.....	.....	.....	.....	.....	.....	.....	.....
Others	.....	.....	.....	.....	.....	.....	.....	.....
Opium	.....	.....	.....	.....	.....	.....	.....	.....
Paper and Pasteboard	4	.....	21	.....	4	21	.....	17
Provisions—								
Ghee	2	.....	2	.....	2	2	.....	.....
Dried fruits and nuts	.....	1	.....	.....	1	.....	1	.....
Others	1	18	70	318	19	388	.....	369

Articles.	1900.		1899.		Total.		Increase.	Decrease.
	Up.	Down.	Up.	Down.	1900.	1899.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Railway plant and rolling-stock carried for the Public and Foreign Railways—								
Locomotives, engines, and tenders, and parts thereof.	.....	.....	.....	.....	.....	.....	.....	.....
Carriages and trucks and parts thereof ...	.....	.....	.....	.....	.....	.....	.....	.....
Materials—								
Steel rails and fish-plates	.....	.....	.....	.....	.....	.....	.....	.....
Sleepers and keys of steel and cast-iron ...	.....	.....	.....	.....	.....	.....	.....	.....
Other sorts	.....	.....	.....	.....	.....	.....	.....	.....
Salt	406	3	342	.....	409	342	67	.....
Saltpetre and other saline substances—								
Saltpetre	.....	.....	.....	.....	.....	.....	.....	.....
Other saline substances	.....	.....	.....	.....	.....	.....	.....	.....
Silk, raw—								
Foreign	.....	.....	.....	.....	.....	.....	.....	.....
Indian	.....	.....	.....	.....	.....	.....	.....	.....
Silk, piece-goods—								
Foreign	.....	.....	.....	.....	.....	.....	.....	.....
Indian	.....	.....	.....	.....	.....	.....	.....	.....
Spices—								
Betel-nuts	.....	102	.....	181	102	181	.....	79
Pepper	.....	.....	.....	.....	.....	.....	.....	.....
Ginger	.....	.....	.....	.....	.....	.....	.....	.....
Chillies	2	90	5	35	92	40	52	.....
Cardamoms	.....	.....	.....	.....	.....	.....	.....	.....
Others	1	34	2	52	35	54	.....	19
Stone and lime	47	20	65	13	67	78	.....	11
Sugar—								
Refined or crystallized, including sugar-candy.	33	.....	14	.....	33	14	19	.....
Unrefined—								
Sugar	22	101	174	75	123	249	.....	126
Gur, rab, molasses, jaggery, and other saccharine produce.	.....	5	.....	.....	5	.....	5	.....
Tea—								
Foreign	.....	.....	.....	.....	.....	.....	.....	.....
Indian	.....	.....	.....	.....	.....	.....	.....	.....
Tobacco—								
Unmanufactured	117	36	149	20	153	169	.....	16
Manufactured—								
Cigars	.....	.....	.....	.....	.....	.....	.....	.....
Other sorts	9	.....	1	.....	9	1	8	.....
Wood—								
Timber, unwrought	99	1	38	5	100	43	57	.....
Manufactures	1	1	.....	.....	2	.....	2	.....
Wool—								
Ballast stone	.....	.....	864	.....	.....	864	.....	864
Carpets and rugs	.....	.....	.....	.....	.....	.....	.....	.....
Piece-goods, European	.....	.....	.....	.....	.....	.....	.....	.....
Ditto, Indian	.....	.....	.....	.....	.....	.....	.....	.....
Other sorts of manufactures	.....	.....	.....	.....	.....	.....	.....	.....
All other articles of merchandise	194	170	231	63	364	294	70	.....
Total ...	2,635	6,789	1,680	4,698	9,424	7,378	4,285	2,239

T. SIDDLE,
Chief Auditor and Accountant.

CALCUTTA, *the 23rd August 1900.*

Weekly Return of Traffic Receipts on Indian Railways.

EASTERN BENGAL STATE RAILWAY.

(INCLUDING N. B., K.-D., DACCA, AND ASSAM-BEHAR SECTIONS.)

Approximate Return of Traffic and Mileage for the week ended 18th August 1900 on 842 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (including ferry).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	185,940	90,380 0 0	10,62,230 0	2,36,730 0 0	12,160 0 0	3,39,270 0 0	35,405	46,855	82,260
Or per mile of railway	221	107 0 0	1,262 0	281 0 0	*3 0 0	391 0 0	...	...	...
For previous 6 weeks of half-year	1,279,950	5,79,890 0 0	47,41,070 0	8,72,170 0 0	68,480 0 0	15,20,540 0 0	213,354	217,566	431,120
Total for 7 weeks ...	1,465,890	6,70,270 0 0	58,03,300 0	11,08,900 0 0	80,640 0 0	18,59,810 0 0	248,959	264,421	513,380
COMPARISON.									
Total for corresponding week of previous year	180,148	75,790 0 0	10,50,653 0	2,06,283 0 0	11,701 0 0	2,93,774 0 0	35,351	39,637	74,988
Per mile of railway corresponding week of previous year ...	216	91 0 0	1,260 0	247 0 0	1 0 0	339 0 0	...	...	...
Total to corresponding date of previous year	1,437,947	6,31,677 0 0	58,05,206 0	10,17,002 0 0	82,723 0 0	17,31,409 0 0	250,857	248,176	499,033

* Excluding steam-boat earnings.
NOTE.—Increase is due to mainly jute traffic.

DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 18th August 1900 on 86 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	21,240	6,910 0 0	35,030 0	2,570 0 0	220 0 0	9,700 0 0	2,456	1,376	3,832
Or per mile of railway	247	80 0 0	407 0	30 0 0	3 0 0	113 0 0	...	...	...
For previous 6 weeks of half-year	134,740	41,510 0 0	73,530 0	7,240 0 0	900 0 0	49,650 0 0	15,071	8,169	23,240
Total for 7 weeks ...	155,980	48,420 0 0	108,560 0	9,810 0 0	1,120 0 0	59,350 0 0	17,527	9,545	27,072
COMPARISON.									
Total for corresponding week of previous year	17,821	5,145 0 0	15,342 0	1,454 0 0	126 0 0	6,735 0 0	2,548	1,330	3,878
Per mile of railway corresponding week of previous year ...	207	60 0 0	178 0	17 0 0	1 0 0	78 0 0	...	...	...
Total to corresponding date of previous year	156,141	45,467 0 0	176,201 0	9,423 0 0	1,167 0 0	56,127 0 0	18,379	9,937	28,307

COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 18th August 1900 on 33·18 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings, including ferry.	Total earnings.	Traffic train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	2,120	1,290 0 0	5,250 0	1,070 0 0	90 0 0	2,450 0 0	440	635†	1,075
Or per mile of railway	64	39 0 0	158 0	32 0 0	2 0 0*	73 0 0*	.....	.....	.....
For previous 6 weeks of half-year	10,910	5,300 0 0	40,410 0	4,940 0 0	270 0 0	10,510 0 0	1,600	4,737	6,337
Total for 7 weeks ...	13,030	6,590 0 0	45,660 0	6,010 0 0	360 0 0	12,960 0 0	2,040	5,372	7,412
COMPARISON.									
Total for corresponding week of previous year	1,580	617 0 0	6,812 0	515 0 0	94 0 0	1,226 0 0	445	907	1,352
Per mile of railway corresponding week of previous year ...	47	19 0 0	202 0	15 0 0	.....	34 0 0	.....	.....	.....
Total to corresponding date of previous year	12,966	4,307 0 0	38,098 0	3,525 0 0	728 0 0	8,570 0 0	2,627	6,105	8,732

* Excluding coaching ferry.
† Includes ballast train-miles 320.

MYMENSINGH-JAGANNATHGANJ RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 18th August 1900 on 53·37 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	7,310	1,950 0 0	20,910 0	1,400 0 0	40 0 0	3,390 0 0	1,202	252	1,434
Or per mile of railway	137	37 0 0	392 0	26 0 0	1 0 0	64 0 0	.....	.....	...
For previous 6 weeks of half-year	45,710	12,010 0 0	54,200 0	5,010 0 0	120 0 0	17,140 0 0	7,160	3,970	11,130
Total for 7 weeks ...	53,020	13,960 0 0	75,110 0	6,410 0 0	160 0 0	20,530 0 0	8,362	4,252	12,614
Comparison.									
Total for corresponding week of previous year	3,001	699 0 0	1,803 0	137 0 0	2 0 0	838 0 0	720	720	1,440
Per mile of railway corresponding week of previous year ...	91	21 0 0	55 0	4 0 0	.....	25 0 0	.....	.....	...
Total to corresponding date of previous year	20,796	4,930 0 0	8,496 0	607 0 0	29 0 0	5,566 0 0	3,607	4,441	8,048

BRAHMAPUTRA-SULTANPUR RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 18th August 1900 on 52 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	3,340	900 0 0	15,150 0	1,240 0 0	110 0 0	2,250 0 0	590	1,200*	1,790
Or per mile of railway	64	17 0 0	297 0	24 0 0	2 0 0	43 0 0	.....	.....	...
For previous 6 weeks of half-year	22,570	6,310 0 0	57,080 0	4,280 0 0	160 0 0	10,750 0 0	3,110	6,981	10,091
Total for 7 weeks ...	25,910	7,210 0 0	73,430 0	5,520 0 0	270 0 0	13,000 0 0	3,700	8,181	11,881
Comparison.									
Total for corresponding week of previous year	1,306	410 0 0	14,303 0	412 0 0	7 0 0	829 0 0	287	506	793
Per mile of railway corresponding week of previous year ...	53	17 0 0	583 0	17 0 0	.....	34 0 0	.....	.....	.....
Total to corresponding date of previous year	10,919	3,164 0 0	43,062 0	1,828 0 0	56 0 0	5,048 0 0	1,509	6,193	7,702

* Includes ballast train-miles 312.

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Mileage for the week ended 11th August 1900 on 139 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	32,004	12,002 0 0	1,39,158 0	15,117 0 0	50 0 0	27,169 0 0	4,550	4,985	9,535
Or per mile of railway	246	92 0 0*	1,009 0	109 0 0	.....	201 0 0	.....	.....	.....
For previous 5 weeks of half-year	177,442	64,648 0 0	4,05,456 0	36,996 0 0	11,837 0 0	1,13,481 0 0	22,750	16,296	39,046
Total for 6 weeks ...	209,446	76,650 0 0	5,44,614 0	52,113 0 0	11,887 0 0	1,40,650 0 0	27,300	21,281	48,581
Comparison.									
Total for corresponding week of previous year	29,262	10,511 0 0	66,786 0	7,159 0 0	205 0 0	17,875 0 0	4,607	3,388	7,995
Per mile of railway corresponding week of previous year	225	81 0 0	480 0	52 0 0	1 0 0	134 0 0	.....	.....	.....
Total to corresponding date of previous year	213,165	78,720 0 0	3,24,397 0	29,779 0 0	5,080 0 0	1,13,579 0 0	31,318	17,134	48,452

* Coaching traffic calculated on 130 miles only.

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 18th August 1900 on 1,202 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated), including steam-boat.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs.	Mds.	Rs.	Rs.	Rs.			
Total traffic for the week on 1,202 miles open	138,870	(a)52,240	5,42,206	(b)30,000	(b)10,650	(b)92,890	29,307	(c)25,674	54,981
Or per mile of railway (d) ...	124·21	46·73	306·98	26·83	9·53	83·09	.....	.....	.....
For previous 6 weeks of half-year (e)	909,543	3,53,353	33,29,719	3,41,156	80,143	7,74,652	183,910	162,713	346,623
Total for 7 weeks ...	1,048,413	4,05,593	36,71,919	3,71,156	90,793	8,67,542	212,217	188,387	400,604
Comparison.									
Total for corresponding week of previous year on 1,085 miles open.	140,186	55,321	7,79,513	64,044	17,087	136,452	25,169	(f)29,393	54,519
Per mile of railway corresponding week of previous year ...	129·29	50·98	719·15	59·03	15·75	125·76	.....	.....	.....
Total to corresponding date of previous year	913,246	3,27,658	42,16,752	4,54,811	1,03,834	8,85,703	187,158	194,215	381,373

(a) Decrease due to "Mela" at Ajodhya held in the corresponding week of last year.
(b) Decrease due to slack traffic and the traffic having been abnormally high last year.
(c) Includes 5,452 miles of ballast trains run on open line.
(d) This has been worked out on the actual mileage (1,118) opened for traffic.
(e) Includes audited figures for week ending 7th July 1900.
(f) ,, 7,056 miles of ballast trains run on open line.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(Worked by the B. & N.-W. Railway.)

Audited Return of Traffic for week ending 7th July 1900 on 18 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Passengers carried.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
	No.	Rs. A. P.	Mds.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week on 18 miles open	878	149 7 9	9,077	309 10 1	4 8 0	463 9 10	190	62	252
Or per mile of railway	48·78	8 4 10	504·28	17 3 3	0 4 0	25 12 1	.....	.....	.....
For previous nil week of half-year	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total for the week ...	878	149 7 9	9,077	309 10 1	4 8 0	463 9 10	190	62	252
Comparison.									
Total for corresponding week of previous year on 18 miles open	.....	.....	.....	.....	.....	.....	.....	.....	.....
Per mile of corresponding week of previous year	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total to corresponding date of previous year	.....	.....	.....	.....	.....	.....	.....	.....	.....

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(Worked by the B. & N.-W. Railway.)

Approximate Return of Traffic for week ending 18th August 1900 on 18 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run		
	Passengers carried.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total
	No.	Rs.	Mds.	Rs.	Rs.	Rs.			
Total traffic for the period on 18 miles open	489	76	4,133	119	.....	195	156	43	
Or per mile of railway	27·17	4·22	229·56	6·61	.....	10·83	.....	.....	
For previous 3½ weeks of half-year (a)	2,680	464	20,899	710	11	1,185	576	216	
Total for 7 weeks ...	3,169	540	25,031	829	11	1,380	732	259	
Comparison.									
Total for corresponding week of previous year on miles open	.....	.....	.....	.....	.....	.....	.....	.....	
Per mile of corresponding week of previous year	.....	.....	.....	.....	.....	.....	.....	.....	
Total to corresponding date of previous year	.....	.....	.....	.....	.....	.....	.....	.....	

NOTE.—The line has been re-opened from 13th August 1900.
(a) Includes audited figures for week ending 7th July 1900.

ASSAM-BENGAL RAILWAY.

Approximate Return of Traffic for the week ended 11th August 1900 on 397 miles open for all descriptions of traffic and an additional 39 miles for goods and parcels traffic only.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	24,044	13,942 0 0	2,49,471 0	14,211 0 0	419 0 0	28,572 0 0	2,997	8,683	11,680
Or per mile of railway	60·56	35·12	* 572·18	32·59	0·96	68·67	7·55	19·92	27·47
For previous 5 weeks of half-year	1,21,888	68,360 0 0	10,39,464 0	60,726 0 0	3,939 0 0	1,33,025 0 0	17,846	42,106	59,952
Total for 6 weeks ...	1,45,932	82,302 0 0	12,88,935 0	74,937 0 0	4,358 0 0	1,61,597 0 0	20,843	50,789	71,632
Comparison.									
Total for corresponding week of previous year	19,205	10,974 0 0	2,21,254 0	11,862 0 0	243 0 0	23,079 0 0	3,609	7,083	10,683
Per mile of railway corresponding week of previous year ...	48·50	27·71	521·82	27·98	0·57	56·26	9·09	16·71	25·80
Total to corresponding date of previous year	1,38,072	79,694 0 0	15,04,965 0	71,118 0 0	3,766 0 0	1,54,578 0 0	22,309	44,611	66,920

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam-Bengal Railway.

Receipts for week ending 11th August 1900.			Receipts for week ending 12th August 1899.			Total receipts from 1st April 1900 to 11th August 1900.			Total receipts from 1st April 1899 to 12th August 1899.			Total increase in 1900.	Total decrease in 1900.
Mean mileage worked.	Receipts.	mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.		Rs.	
436	28,572	68·67	424	23,079	56·26	436	5,59,542	...	424	5,38,560	...	20,982	.....

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

	Rs.	A.	P.
Approximate earnings for the week ending 18th August 1900	11,196	0	0
Ditto for the corresponding period of 1899	12,937	0	0
Decrease	1,744	0	0
Receipts per mile for the week ending 18th August 1900	219	8	6
Ditto for the corresponding period of 1899	253	10	8
Decrease	34	2	2
Receipts from 1st July to 18th August 1900	94,361	0	0
Ditto for the corresponding period of 1899	82,357	0	0
Increase	12,004	0	0

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SUPPLEMENT TO

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OFFICIAL PAPERS.

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REPORT ON THE STATE OF THE SALT MARKET FOR THE FIRST QUARTER OF 1900-1901.

No. 685B., dated Calcutta, the 22nd August 1900.

From—H. J. McINTOSH, ESQ., Secretary to the Board of Revenue, L.P.,

To—The Secretary to the Government of Bengal, Financial Department.

THE HON'BLE MR. W. B. OLDHAM, C.I.E.

I AM directed to submit the following report on the state of the salt market for the first quarter of 1900-1901, comprising the months of April, May and June 1900.

2. The quantity of salt of every description cleared during the quarter amounted to 29,27,325 maunds, as compared with 27,21,461 maunds in the previous quarter and 29,38,009 maunds in the corresponding quarter of the previous year; and the nett amount of duty levied thereon was Rs. 68,49,893, as against Rs. 64,46,391 in the previous quarter and Rs. 69,58,672 in the corresponding quarter of the previous year.

3. The quantity of locally-made salt removed from the *golas* in Orissa during the quarter and the quantity which remained in store at its close are shown in table (I) below:—

TABLE I.

1	2
	Puri.
	Mds.
Balance at the close of the previous quarter ...	4,15,140
Manufactured or added during the quarter ...	.....
Total ...	4,15,140
Sold during the quarter	18,176
Wastage	5,752
Total ...	23,928
Balance at the close of the quarter	3,91,212

The total sales of locally-made salt during the quarter amounted to 18,176 maunds, as compared with 13,586 maunds in the previous quarter and 17,148 maunds in the corresponding quarter of the previous year. Duty was paid on the full quantity sold.

4. The subjoined table (II) shows in detail the importations into the port of Calcutta and the total clearances of sea-imported salt during the quarter, as compared with the figures of the corresponding quarters of the last two years:—

TABLE II.

WHENCE IMPORTED.	1898-99.		1899-1900.		1900-1901.	
	1st quarter.		1st quarter.		1st quarter.	
	Imported.	Cleared.	Imported.	Cleared.	Imported.	Cleared.
1	2	3	4	5	6	7
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
I.—United Kingdom	14,73,752	16,00,915	16,42,001	14,92,450	10,08,373	11,51,503
II.—Hamburg	93,917	1,03,142	3,56,649	2,58,809	3,27,210	3,67,603
IV.— Madagascar	.....	3,982	.....	18,516	.....	.....
Muscat	.....	500	.....	3,499	.....	24,246
Aden	1,14,787	2,35,686	1,38,860	2,53,721	93,917	2,93,608
Jedda	.....	.....	.....	6,160	.....	.....
Lingah	.....	3,229	.....	.....	.....	6,498
Ras Rawayah	.....	1,79,979	1,85,111	2,05,419	.....	1,52,913
Salif	.....	1,30,982	2,51,729	2,52,403	2,45,045	4,38,408
Hanjam	1,19,778	1,37,966	1,36,791	54,100	.....	63,389
V.— Madras	5,004	15,261	6,154	.....	.....	.....
Coconada	18,172	18,168	.....	.....	840	.....
Vizagapatam	60	60	1,800	.....	.....	.....
VI.—Bombay	55,151	88,392	1,15,927	1,44,094	3,16,366	1,68,926
Total ...	18,80,621	25,17,353	28,35,022	26,89,069	19,91,751	26,67,085

5. Table III shows the quantity of sea-imported salt remaining in the warehouses at the close of the quarter, as compared with the results of the previous four quarters:—

TABLE III.

WHERE STORED.	First quarter of 1899-1900.	Second quarter of 1899-1900.	Third quarter of 1899-1900.	Fourth quarter of 1899-1900.	First quarter of 1900-1901.
1	2	3	4	5	6
	Mds.	Mds.	Mds.	Mds.	Mds.
Sulkea Government Salt Golas	17,26,129	24,17,957	24,85,995	18,76,861	10,08,927
Kidderpore Dock ditto	5,57,063	6,61,160	7,00,229	5,81,797	4,35,693
Chittagong Government Salt Golas	75,710	46,451	1,78,388	1,28,906	76,509
Ditto private ditto	55,957	23,115	14,512	3,928	2,210
Narayanganj (private bonded salt warehouses) ...	41,287	32,128	51,201	54,440	43,477
Khulna { ditto ditto } ...	1,605	1,596	2,416	3,244	882
Balasore { ditto ditto } ...	822	310	599	6,040	7,092
Chandbali { ditto ditto } ...	10,559	10,400	2,828	6,040	4,900
Bhairab Bazar { ditto ditto } ...	25,830	25,080	22,530	1,126	12,600
Jhalakati { ditto ditto } ...	18,100	19,641	31,198	21,000	16,212
Total ...	25,13,062	32,37,838	34,89,806	25,78,378	16,08,502

6. The despatches of salt from Calcutta by water and the three railways passing through the several pass-stations into the interior of the country, both

east and west of the river Hooghly, as well as the despatches by steamers and flats during the quarter and the corresponding quarters of the last two years, are shown in table (IV) below:—

TABLE IV.

PERIOD.	BY WATER.					BY RAIL.			BY STEAMERS AND FLATS.	
	Viâ Balikhal.	*Viâ* Sankrail.	*Viâ* Gewan-khali.	*Viâ* Kidder-pore.	*Viâ* Ballia-ghatta.	*Viâ* Rath-tala Ghat.	By the East Indian Rail-way.	By the Eastern Bengal, Bengal Central and South-Eastern Railways or *viâ* Chit-pur.	Quantity despatched into the interior (excluding Orissa).	Quantity despatched to Orissa.
1	2	3	4	5	6	7	8	9	10	11
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
First quarter of 1898-99 ...	84,794	1,18,859	51,841	31,890	2,01,688	...	9,41,459	6,61,071	3,34,226	26,628
Ditto of 1899-1900...	98,653	1,35,005	52,349	50,494	2,34,030	52	8,38,344	7,42,698	4,00,623	14,863
Ditto of 1900-1901...	89,898	1,34,690	56,464	52,659	1,99,972	...	10,08,782	5,87,263	3,44,215	9,900

7. The quantity of salt despatched by the East Indian Railway to stations beyond Buxar during the quarter amounted to 3,149 maunds and 10 seers, as noted in the margin, against 7,869 maunds and 30 seers in the previous quarter, and 5,621 maunds and 10 seers in the corresponding quarter of the previous year.

		Mds.
April 1900	...	749
May "	...	1,185
June "	...	1,215
Total	...	3,149

8. The quantity of saltpetre removed from the refineries during the quarter on payment of duty amounted to 4,714 maunds, as compared with 7,161 maunds in the previous quarter and 5,552 maunds in the corresponding quarter of the previous year.

9. The shipments of Liverpool salt during the quarter for the port of Calcutta, according to the published market reports, amounted to 42,482 tons. It is reported that one sailing vessel was *en route* for Calcutta at the close of the quarter with 3,200 tons of salt from Hamburg.

10. Table V shows the average wholesale price per 100 maunds of Liverpool and other descriptions of salt during each fortnight of the quarter:—

TABLE V.

DESCRIPTION OF SALT.	Fortnight ending 15th April 1900.	Fortnight ending 30th April 1900.	Fortnight ending 15th May 1900.	Fortnight ending 31st May 1900.	Fortnight ending 15th June 1900.	Fortnight ending 30th June 1900.
1	2	3	4	5	6	7
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Liverpool panga	66 5 0	67 2 4	67 5 4	74 2 0	72 0 9	67 12 11
Hamburg karkatch	50 10 0	59 13 2	60 4 3	68 10 8	66 11 2	64 10 2
Muscat ditto	40 0 0	40 0 0	43 0 0	44 12 0	47 0 0	52 5 4
Jeddah ditto	51 10 8	52 0 0	54 6 0	57 12 0	61 0 0	62 9 7
Bombay ditto	50 5 4	49 10 8	48 12 0	49 0 0	48 12 0	46 4 0
Aden crushed	52 10 3	51 11 7	55 3 2	63 6 10	66 9 7	68 0 0
Salif do.	45 12 5	46 10 10	47 12 4	51 5 4	54 12 9	57 9 9
Rawayah do.	56 8 0	56 8 0	.....	.....	.....	.....

11. The following table (VI) shows the quantity of sea-imported salt admitted into bond and cleared from bond and shipboard at the several outports and inland warehousing stations:—

TABLE VI.

PORT OR STATION.	Description of salt.	ADMITTED INTO BOND.		CLEARED.	
		First quarter of 1899-1900.	First quarter of 1900-1901.	First quarter of 1899-1900.	First quarter of 1900-1901.
1	2	3	4	5	6
		Mds.	Mds.	Mds.	Mds.
Chittagong	Liverpool	.....	.....	68,191	37,252
	Hamburg	.....	.....	2,748	19,278
Narayanganj ...	Liverpool	70,500	1,30,207	1,12,724	1,38,945
Khulna	Ditto	9,112	10,900	10,185	12,981
Bajasore	Ditto	9,009	11,942	8,051	10,654
Chandbali	Ditto	22,010	3,620	30,703	11,422
Bhairab Bazar ...	Ditto	33,685	34,400	35,755	42,300
Jhalakati	Ditto	24,025	77,380	49,395	85,078
	Total ...	1,67,732	2,68,530	3,17,812	3,57,910

No transactions in sea-imported salt have been reported for the quarter from Cuttack and Puri.

RESOLUTION ON THE STATISTICAL INFORMATION FURNISHED BY THE BOARD OF REVENUE REGARDING THE STAMP DEPARTMENT FOR THE YEAR 1899-1900.

FINANCIAL DEPARTMENT—SEPARATE REVENUE.

Darjeeling, the 26th August 1900.

RESOLUTION—No. 100ST.F.

READ—

A memorandum, No. 633B., dated the 4th August 1900, from the Board of Revenue, submitting statistical information regarding the Stamp Department for the year 1899-1900.

The receipts, charges, and net revenue in 1899-1900, under the Indian Stamp Acts, I of 1879 and II of 1899, and the Court-fees Act, VII of 1870, were Rs. 1,82,81,507, Rs. 5,01,939 and Rs. 1,77,79,568, respectively, against Rs. 1,73,81,080, Rs. 4,84,670 and Rs. 1,68,96,410 in the preceding year. The increase in receipts occurred in both judicial and non-judicial stamps.

2. According to the figures furnished by the Superintendent of Stamps, which are subject to adjustment with the final figures compiled by the Accountant-General, Bengal, the sale-proceeds of non-judicial stamps show a net increase of Rs. 2,78,119, which was contributed by all classes of stamps, except notarial and advocate, vakil and attorney stamps. The revenue derived from the sale of impressed sheets, the most important of the non-judicial stamps, amounted to Rs. 32,55,526, against Rs. 31,83,092 in the preceding year. This amount, however, is considerably below the average of the preceding three years, during two of which scarcity, by compelling numerous transfers of land, caused an abnormal increase in the revenue from this source. The increase on last year's figures was divided among 25 districts; there being a decrease in 21. The largest increases were in Gaya (Rs. 30,174), Calcutta (Rs. 15,009), Burdwan (Rs. 10,790), Tippera (Rs. 9,958) and Jessore (Rs. 8,309). The increase in Calcutta is due to the purchase of stamps of large values for transfer of mufassal properties, while in Burdwan it is said to be due partly to the enhanced stamp duty chargeable on perpetual leases under the new Stamp Act, which came into force with effect from the 1st July 1899, and partly to the sale proceeds of an increased number of pleaders' and mukhtars' certificates. Impressed labels, which are used only in Calcutta, improved by Rs. 1,27,264, owing to the enhancement of the stamp duty payable on awards in partition cases and on leases granted in perpetuity, to general increase of business and to the transfer and mortgage of certain tea estates for large considerations. The revenue derived from the sale of receipt or one-anna stamps improved by Rs. 17,380, the largest increase occurring in Calcutta. The liability of all local fund cheques, irrespective of their amounts, to stamp duty under the new Act is the main factor in accounting for this increase. Owing to the briskness of the share market in consequence of the rise in the price of coal and jute shares, there was a large increase in Calcutta in the sale of share transfer and foreign bill stamps. The revenue derived from the sale of *hundi* or bill-of-exchange stamps amounted to Rs. 1,02,632, against Rs. 78,606 in 1898-99. The largest increase (Rs. 19,924) occurred in Calcutta, and is attributed by the Board chiefly to the institution of a number of criminal prosecutions against native traders in Calcutta and the mufassal for drawing *hundis* on paper bearing only one-anna receipt stamps.

3. The sale-proceeds of judicial stamps increased from Rs. 1,25,29,890 in 1898-99 to Rs. 1,32,03,128, showing an increase of Rs. 6,73,238. The largest increases occurred in Muzaffarpur (Rs. 99,009), Calcutta (Rs. 61,785), Tippera (Rs. 47,772), Dacca (Rs. 46,169), Faridpur (Rs. 36,772), Pabna (Rs. 27,694), Chittagong (Rs. 26,961), Mymensingh (Rs. 24,830), Cuttack (Rs. 22,032) and Murshidabad (Rs. 21,686). The increase was due to increased litigation, to the high value of some of the suits, and, in some districts, to improved receipts from probate duties. If litigation is a correct measure of prosperity, as is usually supposed, the people of Bengal are to be congratulated on their present condition, for the figure for the year under review is the highest ever recorded in Bengal.

4. The number of cases in which deficient stamp duty and penalty were levied by the Civil and Revenue Courts during the year was 3,689, against 3,370 in 1898-99, and the amount of duty and penalty realised was Rs. 37,989, as compared with Rs. 34,181. Prosecutions for the infringement of the provisions of the Indian Stamp Acts were instituted in 660 cases, against 1,274 in the preceding year. The fines imposed on offenders amounted to Rs. 5,939, against Rs. 5,224 in 1898-99, and rewards to informers paid in six districts aggregated Rs. 3,684, against Rs. 2,467 paid in four districts in the previous year.

By order of the Lieutenant-Governor of Bengal,

E. N. BAKER,

Secretary to the Govt. of Bengal.

WEATHER AND CROP REPORT.

For the week ending the 3rd September 1900.

Burdwan.—Rainfall at Sadar 1·97, Kalna 1·54, Katwa 2·00, Raniganj 2·36. Weather fine with occasional showers. Transplantation of *aman* continues. More rain wanted. Fodder and water sufficient. Condition of cattle good. Common rice selling as follows:—

	Srs.	ch.	
Sadar	11	12	per rupee.
Kalna	11	5½	
Katwa	13	2	
Raniganj	11	0	

Birbhum.—Rainfall at Sadar 3·00, Rampur Hât 1·72. Weather hot and cloudy. More rain wanted. Transplantation still continues. Sugarcane progressing. Price of rice at Sadar 11 seers 10 chitaks and Rampur Hât 13 seers per rupee. Fodder sufficient.

Bankura.—Rainfall at Bankura 0·82, Vishnupur 2·90. Weather variable. More rain wanted. Transplantation almost finished. Sugarcane doing well. Fodder and water sufficient. No cattle-disease reported. Price of common rice at Bankura 11¼ seers and Vishnupur 10 seers per rupee.

Midnapore.—Rainfall at Sadar 2·50, Contai 4·08, Tamluk 1·54, Ghatal 2·11. Weather seasonable. Transplantation going on in some places. Prospect of sugarcane favourable. Prospect of paddy in Tamluk not good. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	12	per rupee.
Contai	14	
Tamluk	9¾	

Hooghly.—Rainfall at Sadar 3·48, Serampore 2·56, Arambagh 0·82. Transplantation of *aman* nearly over. State of *aus* and jute good. Common rice sells at 10 seers 14 chitaks per rupee.

Howrah.—Rainfall at Sadar 2·99, Ulubaria 4·90. Weather seasonable. Transplantation of *aman* still going on. Sugarcane doing well. Harvesting of jute and *aus* commenced. Fodder and water sufficient. Common rice sells at 11 seers per rupee.

24-Parganas.—Rainfall at Sadar 2·88, Barasat 6·44, Basirhat 1·93, Diamond Harbour 3·04. Weather hot with occasional showers Transplantation of *aman* nearly over. Cutting of *aus* and jute going on briskly. Cattle-pox reported from Sadar and Diamond-Harbour subdivisions. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	13	per rupee.
Barasat	12	
Basirhat	13¼	
Diamond Harbour	11⅜	

Nadia.—Rainfall at Sadar 2·65, Kushtea 2·15, Meherpur 1·18, Chuadanga 1·08, Ranaghat 1·30. Weather seasonable. *Aus* and jute being harvested. Transplantation of *aman* nearly completed. More rain needed. Fodder and water sufficient. Price of common rice stationary.

Murshidabad.—Rainfall at Sadar 3·71, Lalbagh 5·96, Jangipur 2·32, Kandi 3·57. Weather hot. Cutting of jute and harvesting of *bhadoi* going on. Transplantation of *aman* nearly over. Prospects generally good. Cattle-disease reported from thanas Nawada and Nabagram. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	12½	per rupee.
Lalbagh	12¾	
Jangipur	13½	
Kandi	14½	

Jessore.—Rainfall at Sadar 2·74, Jhenida 2·03, Magura 1·43, Narail 4·47, Bangaon 1·82. Weather gloomy with moderate showers. Harvesting of *aus* paddy and jute going on.

Transplantation of *aman* finished. More rain urgently wanted. No cattle-disease reported. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	ch.	
Sadar	14	0	per rupee
Jhenida	13	5	
Magura	13	8	
Narail	13	4	
Bangaon	15	5	

Khulna.—Rainfall at Sadar 1·17, Bagerhat 2·61, Satkhira 1·93. Weather seasonable. Transplantation of *aman* continues. More rain wanted. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	14¼	per rupee.
Bagerhat	14 9/16	
Satkhira	12	

Rajshahi.—Rainfall at Sadar 5·30, Nator 3·11. Prospects of crops fair. Condition of cattle food. Fodder and water plentiful. Common rice sells at 14¾ seers per rupee.

Dinajpur.—Average rainfall 2·84. Weather showery. More rain wanted in south of district. Good rain received in Thakurgaon. Jute-steeping and *haimanti* transplantation nearly over. Cattle-disease in some thanas. Fodder and water plentiful. Common rice 15 seers per rupee at Sadar and 13 seers at Thakurgaon.

Jalpaiguri.—Rainfall at Sadar 5·87, Alipore Duars 5·60. Weather seasonable. Transplantation of *haimanti* paddy and harvesting of *bhadoi* paddy going on. Steeping of jute commenced. Price of common rice steady. Fodder and water sufficient.

Darjeeling.—Rainfall at Darjeeling 4·70, Kurseong 11·77, Siliguri 5·21. Weather seasonable. *Hills—Bhutta, chota marua* and potatoes being harvested; *bara marua, bhadoi* and *haimanti* paddy progressing. *Terai—Bhadoi* and jute being harvested; *haimanti* paddy being transplanted. Coarse rice sells as follows:—

	Srs.	
Hills	9	per rupee.
Terai	15	

Bhutta sells at Darjeeling 22 seers and Kalimpong 30 seers per rupee.

Rangpur.—Rainfall at Sadar 1·27, Gaibanda ·82, Nilphamari 5·37. Weather hot. Harvesting of *aus* and jute going on. More rain wanted. Fodder and water sufficient. Rice sells as follows:—

	Srs.	
Sadar	13	per rupee.
Gaibanda	10	
Nilphamari	14	

Bogra.—Average rainfall 2·13. Harvesting of *aus* nearly finished. Steeping of jute and transplantation of *aman* going on. More rain wanted for winter rice. Fodder and water sufficient. Common rice sells at 14 seers per rupee.

Pabna.—Rainfall at Sadar 1·48, Sirajganj 4·46. Weather cloudy and rainy. Considerable damage to *aus* paddy in Sirajganj from the late floods. More rain wanted for the winter paddy. Prices unchanged.

Dacca.—Rainfall at Sadar 4·69, Manikganj 5·46, Munshiganj 4·21, Narainganj 1·78. Weather seasonable. Prospects of crops good. No cattle-disease. Fodder available. Common rice 13 seers per rupee.

Mymensingh.—Rainfall at Sadar 3·71, Jamalpur 1·07, Kishoreganj 2·21, Netrokona 3·99, Tangail 3·06. Weather seasonable. The recent rain has been beneficial to *aman* plants, but more water required for steeping jute. Fodder and water sufficient. Condition of cattle good. Common rice sells as follows:—

	Srs.		
Sadar	16	(new rice)	per rupee.
Jamalpur	11½		
Kishoreganj	12		
Netrokona	12⅛		
Tangail	11⅞		

Faridpur.—Rainfall at Sadar 4·49, Goalundo 5·32, Madaripur 2·45. Weather seasonable. State and prospects of crops good. Common rice sells at 13½ seers per rupee.

Backergunge.—Rainfall at Sadar 1·18. Weather seasonable. Prospects of crops good. Common rice sells at 13 seers (*aman*) and 15 seers (*aus*) per rupee.

Tippera.—Rainfall at Sadar 4·36, Brahmanbaria 2·04, Chandpur 1·73. Weather seasonable. Prospects of *aman* paddy improved by the rain, but more rain is wanted. Average price of common rice 13 seers per rupee.

Noakhali.—Rainfall at Sadar 3·23, Feni 9·40. Transplantation of *aman* and harvesting of *aus* continue. Prospects good. No cattle-disease. Fodder and water sufficient. Price of common rice stationary.

Chittagong.—Rainfall at Sadar 3·89, Cox's Bazar 2·58. More rain wanted. Fields are under cultivation for winter rice. Cattle-disease reported from Chakaria. Water and fodder sufficient. Common rice 12 seers per rupee.

Patna.—Rainfall at Sadar 3·43, Barh 1·39, Bihar 2·32, Dinapore 3·85, Bikram 4·39, Hilsa 1·50. Harvesting of *bhadoi* crops commenced in many places More rain still urgently wanted for transplantation of paddy. No cattle-disease. Fodder and water for cattle sufficient. Coarse rice in Patna sells at 14 seers per rupee.

Gaya.—Rainfall at Sadar 1·66, Jahanabad ·73, Aurangabad 2·38, Nawada 1·53. Transplantation of paddy going on. Harvesting of *marua* and maize commenced. Common rice selling at 11¾ seers per rupee.

Shahabad.—Rainfall at Sadar 2·85, Buxar 1·29, Bhabua 3·61, Sasaram 3·46, Dehri 3·62. More rain wanted for paddy. Standing crops good. Fodder and water sufficient. Rice at Sadar 11½ seers per rupee.

Saran.—Rainfall at Sadar 1·01, Siwan 2·99, Gopalganj 3·02. Weather cloudy and rainy occasionally. More rain urgently wanted for paddy transplantation. Standing crops good. Fodder and water plentiful. Common rice 12 seers 7 chitaks and *makai* 15 seers 1 chitak per rupee.

Champaran.—Rainfall at Sadar 1·12, Bettiah 2·60. Weather seasonable. *Bhadoi* crop is being harvested, and transplantation of *aghani* going on in places. Fodder and water sufficient. Prices of common rice and maize at Sadar are 10½ and 13 seers per rupee respectively.

Muzaffarpur.—Rainfall at Sadar 1·70, Hajipur 1·95, Sitamarhi 1·52. Prospects good. More rain wanted for the transplantation of winter rice. Prices are—Common rice 12 seers, wheat 12 seers, barley 16 seers, maize 16½ seers, gram 14½ seers, *arhar* 15 seers, and *marua* 20 seers per rupee.

Darbhanga.—Rainfall at Sadar 1·15, Samastipur 3·04, Madhubani 1·75. Transplantation of paddy going on, but more rain wanted, especially in the Sadar subdivision. *Bhadoi* crops are being harvested. Fodder and water sufficient. Cattle-disease reported from thanas Khajauli and Ladama. Common rice sells as follows:—

	Srs.	ch.	
Sadar	14	4	per rupee.
Samastipur	14	0	
Madhubani	14	4	

Monghyr.—Rainfall at Monghyr 4·06, Begusarai 6·86, Jamui 1·64. Weather seasonable. Transplantation of paddy materially helped by recent rain. More rain wanted for paddy. Standing crops doing well. Common rice sells as follows:—

	Srs.	
Monghyr	11⅔	per rupee.
Begusarai	12	
Jamui	12	

Bhagalpur.—Weather hot. The rain of the week has done much good to the standing crops. More rain wanted for highland paddy. Other crops are doing well. Cattle-disease in Supaul and Madhipura subdivisions. Fodder and water ample. Prices almost as last week.

Purnea.—Rainfall at Sadar 1·01, Kishanganj 2·01, Araria 2·68. Weather cloudy, rainy and hot. Harvesting of *bhadoi* paddy and steeping of jute going on. More rain wanted for *aghani* rice. No cattle-disease reported. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	14	per rupee.
Kishanganj	14	
Araria	15	

Malda.—Rainfall at Sadar 2·78, Shibganj 1·37, Gajole 2·35. Weather hot with occasional rain. Harvesting of *bhadoi* and transplantation of winter rice still going on in some places. No cattle-disease. Price of rice stationary. Fodder and water sufficient.

Sonthal Parganas.—Average rainfall 2·53. Weather hot and cloudy with alternate sun and small showers. Transplantation of paddy still continuing on high lands. More rain wanted in Rajmahal. Standing crops good. Some cattle-disease in Pakour and Rajmahal. Fodder sufficient. Average price of rice 12 seers and of maize 17 seers per rupee.

Cattack.—Rainfall at Sadar 4·03, Jajpur 4·34, Kendrapara 3·80, Banki 1·62. Weather seasonable. *Beali* being harvested. *Sarad* growing. Sugarcane growing. *Mandia* ripening. Condition of cattle generally good. Common rice sells as follows :—

	Srs.	ch.	
Cuttack	13	2	per rupee.
Kendrapara	17	1	
Banki	11	11	

Balasore.—Rainfall at Sadar 1·60. Transplantation, weeding, and reploughing of *sarad* continue. Cutting of jute and *asu* commenced. Cotton flowering. Sugarcane thriving well. Rice sells at 15⅔, 13½ and 16 seers per rupee in interior, Balasore, and Bhadrak, respectively. Crops on low lands are under flood-water. Cattle-disease reported from Balasore Circle. Fodder and water sufficient.

Puri.—Rainfall at Sadar 1·99, Khurda 0·93. Weeding and transplanting of *sarad* paddy continue. *Beali* crop ripening. *Mandia* in ear. Condition of sugarcane, cotton, *arhar*, and other miscellaneous crops good. Insect-pests reported to have appeared in certain parts of Khurda. Cattle-disease reported from Khurda. Fodder and water sufficient. Prices of common rice are :—

	Srs.	ch.	
Sadar	11	13	per rupee.
Khurda	11	13	
Interior of district	12	12	

Angul.—Rainfall at Angul 4·23, Chhindipada (up to 25th) 2·54, Bissipara (up to 27th) 1·69. Weather seasonable. Harvesting of maize, millets and early paddy, weeding and transplanting of winter paddy, and sowing of *birhi*, *til* and *rabi* are in progress. Prospects of crops good. Field labour sufficient. Common rice selling from 7½ to 12 seers per rupee. Number of persons daily on relief :—

	Men.	Women.	Children.
Angul	354	60	13
Khondmals	307	381	191

Hazaribagh.—Weather seasonable. Rainfall at Sadar 2·75, Giridi 1·04. Transplantation of paddy over. *Bhadoi* being harvested. Fodder and water sufficient. Common rice sells at Sadar 11¾ seers and Giridi 11 seers per rupee.

Ranchi.—Rainfall 1·45. Weather seasonable. Prospects of crops good. Harvesting of *gora* paddy continues. Average price of rice 9 seers per rupee. No cattle-disease reported. Fodder and water sufficient. Numbers on relief on Thursday, 30th August, 1900 :—

	Men.	Women.	Children.	Total.
Relief-works ...	5,910	4,155	2,974	13,039
Test-works ...	815	312	201	1,328
Kitchens ...	372	702	5,796	6,870
Dry doles ...	216	421	189	826

Palamau.—Rainfall 1·96. Weather not seasonable. Paddy transplantation nearly finished. *Til* and *kurthi* being sown. Standing crops doing well. *Sawan* and *gondli* harvested. Prices at Sadar are—Rice 8 seers 7 chitaks, *makai* 11¼ seers, gram and wheat 9½ seers, *sawan* and *gondli* rice 13½ seers per rupee. Numbers on relief on Thursday, the 30th August, 1900 :—

	Men.	Women.	Children.	Total.
Relief-works ...	23	15	3	41
Test-works ...	382	254	125	761
Kitchens ...	188	463	889	1,540
Relieved by Charitable Fund ...	59	192	312	563

Manbhum.—Rainfall at Sadar 0·52, Gobindpur 1·17. Ordinary monsoon weather. *Bhadoi* crops being harvested. Transplantation of winter rice still in progress. More rain wanted in south-east of district. Cattle-disease reported from thana Gourangdi. Fodder

and water sufficient. Average price of common rice at Sadar 10 seers 14 chitaks and Gobindpur 10 seers per rupee. Supply sufficient. Report of distress received from thana Manbazar and parganas Palma and Bagda of thana Purulia. Enquiry being made.

Singhbhum:—Rainfall 3·71. Prospects good. Reaping of *gora* paddy has commenced. Average price of rice is 11 seers 3 chitaks per rupee in the district: at Chaibassa 10 seers.

General Summary.—There was rain in every district during the week, the amounts being moderate in most cases. More rain is still urgently wanted for the transplantation of winter rice in Bihar, and in Western and Central Bengal. The general prospects of the autumn crops continue very favourable. Early rice, jute, and some other autumn crops are being harvested. Considerable damage to early rice from the late floods in Sirajganj is reported. The sugarcane crop is very promising. The fodder-supply is everywhere sufficient. Cases of cattle-disease continue to be reported from some districts. The price of rice is reported to have fallen in 15 districts and risen in 6.

Numbers on relief on Thursday, the 30th August, 1900, as compared with the figures for the 23rd August—

			30th August.	23rd August.
Ranchi—				
Relief-works	...	...	13,039	12,404
Test-works	...	...	1,328	1,279
Kitchens	...	...	6,870	8,182
Dry doles	...	...	826	832
	Total	...	22,063	22,697
Palamau—				
Relief-works	...	...	41	47
Test-works	...	...	761	661
Kitchens	...	...	1,540	1,410
Charitable Fund	...	...	563	565
	Total	...	2,905	2,683

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,
The 4th September, 1900.

PRICES-CURRENT (*RETAIL*) OF FOOD-GRAINS AND SALT

IN THE

HEAD-QUARTERS STATION BAZARS OF THE DISTRICTS OF BENGAL DURING THE FORTNIGHT ENDING THE 31ST AUGUST 1900.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-

QUANTITIES PER RUPEE IN

Number.	DISTRICTS.	Wheat. Present return.	Wheat. Next preceding return.	Wheat. Corresponding return of last year.	Barley. Present return.	Barley. Next preceding return.	Barley. Corresponding return of last year.	Rice, common. Present return.	Rice, common. Next preceding return.	Rice, common. Corresponding return of last year.	Jowar or Cholum (*Sorghum Vulgare.*) Present return.	Jowar or Cholum. Next preceding return.	Jowar or Cholum. Corresponding return of last year.
	BENGAL.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
BURDWAN DIVISION.													
1	Burdwan ...	11 8	11 8	15 0	...	...	...	12 6	12 3	15 0	...	...	...
2	Birbhum ...	12 0	12 0	15 0	...	...	...	12 0	12 0	15 0	...	...	...
3	Bankura ...	10 0	10 0	13 12	...	...	...	12 8	10 8	17 8	...	...	...
4	Midnapore ...	10 0	10 0	17 8	...	...	...	12 8	12 0	18 0	...	...	...
5	Hooghly ...	10 0	10 0	13 8	...	...	...	10 0	10 0	12 0	...	...	...
6	Howrah ...	...	...	...	...	...	...	10 8	11 0	13 0	...	...	...
PRESIDENCY DIVISION.													
7	24-Parganas ...	...	...	...	...	...	...	11 0	11 4	12 0	...	...	...
8	Calcutta ...	10 0	10 0	12 4	16 0	16 0	16 0	10 10	10 10	11 6	...	...	16 0
9	Nadia ...	14 8	14 8	16 13	17 12	...	29 1	11 14	11 7	13 14	...	...	...
10	Murshidabad ...	13 8	13 0	14 0	20 0	20 0	26 0	13 8	13 0	15 0	...	...	...
11	Jessore ...	9 0	9 0	13 0	10 0	10 0	16 0	14 0	14 0	16 0	...	...	...
12	Khulna ...	...	...	...	...	...	...	13 0	14 0	16 0	...	...	...
RAJSHAHI DIVISION.													
13	Rajshahi ...	13 8	15 0	18 12	24 0	22 8	30 0	14 4	13 8	16 2	...	...	...
14	Dinajpur ...	11 5	9 12	15 4	...	...	17-12-3t	14-6-2t	14-6-2t	16 12	...	...	...
15	Jalpaiguri ...	10 0	10 0	11 0	...	...	...	15 0	15 0	14 8	...	...	...
16	Darjeeling ...	...	7 0	8 0	...	8 0	10 0	...	11 0	12 0	...	...	...
17	Rangpur ...	10 0	10 0	13 0	...	...	...	12 8	12 0	14 8	...	...	...
18	Bogra ...	9 12	9 12	12 0	...	...	...	12 12	12 0	17 4	...	...	...
19	Pabna ...	14 4	14 4	18 0	27 0	27 0	35 0	*Aus.* 14 4	14 4	19 2	...	...	...
DACCA DIVISION.													
20	Dacca ...	10 0	10 0	12 14	16 0	16 0	32 0	12 0	12 0	17 0	...	...	...
21	Mymensingh ...	10 0	10 0	13 8	...	...	...	16 0	12 8	20 0	...	...	...
22	Faridpur ...	14 0	14 0	25 0	23 0	23 0	46 0	12 0	12 0	19 0	...	...	...
23	Backergunge ...	...	...	...	...	...	...	12 0 15 0	12 12 *Aus.* 15 12	13 8 16 0	...	...	...

A. In the subdivisions the retail prices of salt per rupee are:—Kalna 10 seers 10 chitaks (panga) and 11 seers 7 chitaks (karkatch); Katwa 11 seers 11 chitaks (karkatch); Raniganj 10½ seers (panga).
B. At Rampur Hât the retail price of salt is 10 seers 7 chitaks per rupee.
C. At Vishnupur the retail price of salt is 9½ seers per rupee.
D. In the subdivisions the retail prices of salt per rupee are:—Contai 10 seers; Tamluk 10½ seers; Ghatal 11 seers.
E. In the subdivisions the retail prices of salt per rupee are:—Serampore 10¼ seers; Arambagh 10 seers 10 chitaks.
E1. At Ulubaria the retail price of salt is 10 seers 10¾ chitaks per rupee.
F. In the marts in the interior of the district the retail prices of salt per rupee are:—Chetla 10 seers 10 chitaks, Barasat 11 seers; Baduria 10¾ seers; Magra Hât 9 seers 2 chitaks.
G. In the subdivisions the retail prices of salt per rupee are:—Kushtia (Bahadurkali) 10 seers (panga); Chuadanga 10 seers (panga); Meherpur 10 seers (karkatch); Ranaghat 11¼ seers (crushed).
H. In the subdivisions the retail prices of salt per rupee are:—Lalbagh 10½ seers; Kandi 10¼ seers; Jangipur 11 seers.

SEERS OF 80 TOLAHS.

Bajra or Cumbu. (*Pennisetum typhoideum.*)			Marua or Ragi. (*Eleusine Corocana.*)		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
7 0	7 0	11 6	...	...	...
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...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...

Kangni or Kakun, Italian millet. (*Setaria Italica.*)			Gram, Chana, Chhola, Kadalay, or Sunaga. (*Cicer arietinum.*)		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
...	...	...	12 12	12 0	17 8
...	...	...	13 0	13 0	18 15
...	...	...	12 0	12 0	15 0
...	...	...	11 8	12 0	16 0
...	...	...	12 0	12 0	16 0
...	...	...	13 4	13 0	16 0
...	...	...	12 4	11 14	19 0
10 0	10 0	10 0	11 6	12 5	16 0
...	...	...	14 8	13 14	23 11
...	...	...	14 0	13 8	20 0
...	...	...	12 8	14 0	25 0
...	...	...	9 0	9 0	20 0
...	...	...	14 4	15 0	30 0
...	...	...	13 0	13 0	19 0
...	...	...	13 0	13 0	19 0
...	...	...	...	...	12 0
...	...	...	12 0	11 8	18 0
...	...	...	12 0	12 0	20 4
...	...	...	12 0	12 0	24 0
...	...	...	10 8	10 8	14 2
...	...	...	9 0	9 0	20 0
...	...	...	12 8	12 4	26 0
...	...	...	8 0	8 0	12 0

quarters Station Bazars of the Districts of Bengal on the 31st August 1900.

Indian-corn or Maize. (*Zea mays.*)			Arhar or Thur, Cadjan Pea. (*Cajanus Indicus.*)			Salt.			Wholesale prices per maund of 40 seers. Salt.			Districts.	Number.	
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.			
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	Rs. A. P.	Rs. A. P.	Rs. A. P.	BENGAL.		
...	...	...	7 8	7 8	10 8	A 11 5	11 8	11 8	Crushed. 3 5 6	3 8 0	3 3 0	Burdwan.	1	Burdwan Division.
...	...	...	8 0	8 0	12 0	B 10 8	10 8	10 8	3 10 6	3 10 6	3 10 6	Birbhum.	2	
...	...	...	8 12	8 12	11 14	C 10 0	10 0	10 0	4 0 0	4 0 0	4 0 0	Bankura.	3	
...	...	...	8 0	8 0	12 0	D 11 0	11 0	11 4	Panga. 3 9 0	3 8 0	3 8 0	Midnapore.	4	
...	...	...	8 0	8 0	10 0	E 10 0	10 0	10 8	Crushed. 3 12 0	3 12 0	3 12 0	Hooghly.	5	
...	...	...	8 0	8 8	11 8	E1 10 10	10 8	10 8	3 8 0	3 8 0	3 8 0	Howrah.	6	
...	...	...	9 0	9 0	11 8	F 10 11	10 11	10 12	Panga. 3 7 0	3 7 0	3 6 0	24-Parganas.	7	Presidency Division.
10 0	...	...	8 6	8 14	11 6	11 0	11 0	11 0	Panga. 3 6 0	3 6 0	3 6 0	Calcutta.	8	
...	...	...	8 6	8 6	11 13	G 11 13	11 10	11 13	Panga. 3 6 0	3 7 0	3 6 0	Nadia.	9	
...	...	...	9 0	9 0	13 0	H 11 4	11 8	11 12	Karkatch. 3 6 0	3 6 0	3 6 0	Murshidabad.	10	
...	...	...	10 8	13 0	12 8	I 10 10	11 0	9 2	Panga. 3 12 0	3 10 0	3 12 0	Jessore.	11	
...	...	...	9 0	9 0	11 0	J 10 0	10 0	10 0	Panga. 3 12 0	3 12 0	3 12 0	Khulna.	12	
...	...	...	14 10	15 0	21 0	K 9 12	9 12	9 12	Panga. 3 13 4	3 13 4	3 13 4	Rajshahi.	13	Rajshahi Division.
...	...	...	9 9½	6 6	10 14	10-10-3t	10 10	10 0	Panga. 3 12 0	3 10 0	4 0 0	Dinajpur.	14	
...	...	...	8 8	9 0	11 0	L 10 0	10 0	10 0	Panga. 3 11 0	3 10 6	3 11 0	Jalpaiguri.	15	
...	16 0	24 0	...	6 0	8 0	...	8 8	8 8	Rora. 1 ...	4 10 0	4 8 0	Darjeeling.	16	
						...	8 0	8 0	Panga. 1 ...	4 12 0	4 10 0			
15 0	15 0	24 0	7 8	7 0	9 0	M 10 0	10 8	9 0	Panga. 3 12 0	3 12 0	4 0 0	Rangpur.	17	
...	...	...	Not available.		15 0	10 8	10 8	10 5	Panga. 3 13 4	3 13 4	3 13 4	Bogra.	18	
...	...	...	9 0	9 0	12 8	N 9 12	9 12	9 12	Panga. 3 13 0	3 13 0	3 14 0	Pabna.	19	
...	...	...	8 0	8 0	9 2	O 10 0	10 0	10 0	Panga. 3 10 0	3 11 0	3 9 0	Dacca.	20	Dacca Division.
...	...	...	8 0	8 0	10 8	P 9 8	9 8	10 0	Panga. 4 0 0	4 0 0	4 0 0	Mymensingh.	21	
...	...	...	8 0	8 0	8 0	Q 10 0	10 0	10 0	Panga. 4 0 0	4 0 0	4 0 0	Faridpur.	22	
...	...	...	...	...	...	R 10 0	10 0	10 0	Pang . 3 10 0	3 10 0	3 10 0	Backergunge.	23	

I. In the subdivisions the retail prices of salt per rupee are :—Jhenida 10½ seers ; Magura 9¾ seers ; Narail 10 seer Bangaon 10 seers 10 chitaks.
J. In the subdivisions the retail prices of salt per rupee are :—Bazirhát 9 seers ; Satkhira 11 seers.
K. In the subdivisions the retail prices of salt per rupee are :—Nator 10½ seers ; Naugaon 9 seers 10 chitaks.
L. In the Alipur Duars the retail price of salt is 8 seers per rupee.
M. In the subdivisions the retail prices of salt per rupee are :—Gaibanda 10 seers ; Kurigram 8 seers ; Nilphamari 10 seers.
N. At Sirajganj the retail price of salt is 11½ seers per rupee.
O. In the marts in the interior of the district the retail prices of salt per rupee are :—Madanganj 11 seers 6 chitaks Manikganj 9 seers; Mirkadim 11 seers 6 chitaks.
P. In the subdivisions the retail prices of salt per rupee are :—Jamalpur 10 seers; Kishorganj 10 seers; Kagmar 8 seers ; Netrokona 8 seers.
Q. In the subdivisions the retail prices of salt per rupee are :—Goalundo 10 seers (panga); Madaripur 10½ seers (crushed).
R. In the subdivisions the retail prices of salt per rupee are :—Patuakhali 9 seers ; Pirojpur 8 seers ; Bhola 9 seers.

PRICES-CURRENT (retail) of Food-grains and Salt in the Head-quarters

Number	Districts.	Quantities per rupee in: Wheat. Present return.	Wheat. Next preceding return.	Wheat. Corresponding return of last year.	Barley. Present return.	Barley. Next preceding return.	Barley. Corresponding return of last year.	Rice, common. Present return.	Rice, common. Next preceding return.	Rice, common. Corresponding return of last year.	Jowar or Cholum (*Sorghum Vulgare*). Present return.	Jowar or Cholum. Next preceding return.	Jowar or Cholum. Corresponding return of last year.
	BENGAL—*concluded.*	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
	CHITTAGONG DIVISION.												
24	Tippera ...	...	...	...	...	...	...	11 6	11 11	16 0	...	...	...
25	Noakhali ...	...	...	...	...	...	...	13 0	13 0	16 0	...	...	...
26	Chittagong ...	...	...	...	...	...	...	12 14	13 0	14 12	...	...	...
	BIHAR.												
	PATNA DIVISION.												
27	Patna ..	14 0	15 0	16 0	18 0	17 0	21 0	14 0	14 0	15 8	...	...	22 0
28	Gaya ...	12 0	13 0	15 0	17 0	18 8	25 0	10 8	11 0	13 0	9 0	12 8	18 0
29	Shahabad ...	...	12 8	13 8 and 15 0	...	14 0	21 0	...	12 8	14 0	...	...	...
30	Saran ...	12 0	11 8	15 8	16 12	16 0	23 0	12 0	12 0	13 0	...	...	...
31	Champaran ...	12 8	12 8	16 8	18 0	18 0	22 0	11 8	11 0	12 8	...	..	...
32	Muzaffarpur ...	12 0	11 8	14 0	16 0	15 8	19 0	11 8	11 8	13 0	...	...	...
33	Darbhanga ...	...	13 8	15 0	...	18 11	16 0	...	13 3	11 12	...	...	...
	BHAGALPUR DIVISION.												
34	Monghyr ...	14 0	13 8	14 14	20 0	...	...	11 0	11 0	11 10	...	...	...
35	Bhagalpur ...	12 10	12 10	15 4	19 0	18 14	21 8	14 0	13 14	13 4	...	...	...
36	Purnea (Kasba)	16 0	16 0	16 0	...	...	...	16 0	16 0	16 0	...	...	...
37	Malda (English Bazar).	...	...	15 0	...	...	...	14 0	13 0	15 0	...	...	...
38	Sonthal Parganas.	10 0	10 0	11 0	13 0	14 0	19 0	13 0	13 0	15 0	...	...	...
	ORISSA.												
	ORISSA DIVISION.												
39	Cuttack ...	10 8	10 8	11 13	...	...	...	13 2	12 7	15 12	...	...	...
40	Balasore ...	10 8	10 8	16 0	11 0	11 0	13 0	13 0	13 0	17 0	...	...	...
41	Puri ...	9 3	9 8	12 7	...	...	...	11 13	11 13	15 12	...	...	...
	CHOTA NAGPUR.												
	CHOTA NAGPUR DIVISION.												
42	Hazaribagh ...	11 0	11 0	13 0	16 0	16 0	20 0	11 12	10 12	15 0	...	...	...
43	Ranchi ...	7 0 to 10 0	7 0 to 10 0	7 8 to 12 8	10 0	10 0	...	10 8	10 0	16 8	..	...	...
44	Palamau ...	9 9	9 9	16 14	...	...	22 8	8 7	8 7	15 12	...	...	...
45	Manbhum ...	10 8	10 8	13 4	16 0	12 0	..	12 8	11 8	16 8	20 0	...	...
46	Singhbhum ...	10 0	10 0	16 0	...	...	...	10 0	10 0	18 0	...	...	...

S. In the subdivisions the retail prices of salt per rupee are :—Brahmanbaria 10 seers ; Chandpur 9 seers.
T. At Feni Hât the retail price of salt is 9 seers per rupee.
U. At Cox's Bazar the retail price of salt is 8 seers 8 chitaks per rupee.
V. In the subdivisions the retail prices of salt per rupee are :— Bihar 10 seers ; Barh 10¼ seers.
W. In the subdivisions the retail prices of salt per rupee are :—Jahanabad 10 seers ; Aurangabad 10½ seers ; Nawada 10 seers.
X. In the subdivisions the retail prices of salt per rupee are :—Buxar 11 seers ; Bhabua 10 seers ; Sasaram 10½ seers.
Y. In the subdivisions the retail prices of salt per rupee are :—Siwan 11 seers 1 chitak ; Gopalganj (Minganj) 12 seers 1 chitak.
Z. At Bettiah the retail price of salt is 10 seers per rupee.

CALCUTTA,
The 4th September 1900.

SEERS OF 80 TOLAHS.

Bajra or Cumbu. (*Pennisetum typhoideum.*)			Marua or Ragi. (*Eleusine Coracana.*)		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	15 0	16 0	...
...	...	...	...	...	...
...	...	...	18 0	18 0	20 0
...	...	...	18 0	16 0	...
...	...	...	19 0	...	...
...	...	...	...	19 0	21 0
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	...	...	...
...	...	...	21 0	14 0	24 0
...	...	...	17 0	16 0	30 0
...	...	...	13 8	...	23 10
...	...	...	...	...	...
...	...	...	...	...	...

Kangni or Kakun, Italian millet. (*Setaria Italica.*)			Gram, Chana, Chhola, Kadalay, or Sunaga. (*Cicer arietinum.*)		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
...	...	...	...	...	...
...	...	...	10 0	10 0	12 8
...	...	...	9 14	9 14	12 8
18 0	17 0	16 0	15 0	16 0	21 0
14 0	9 8	14 0	13 0	13 8	20 0
...	...	...	...	14 0	20 0 and 21 8
10 0	...	12 0	14 0	15 0	19 8
...	...	...	15 0	15 0	20 8
...	...	...	14 0	14 0	18 0
...	...	...	...	14 4	16 8
...	...	...	15 0	15 0	19 15
...	...	...	14 8	13 14	19 9
...	...	...	16 0	16 0	23 0
...	...	...	15 0	15 0	24 0
...	...	...	12 0	12 0	15 0
...	...	...	Biri or kalai. 13 2	12 7	17 1
...	...	...	Chola. 11 0	10 8	16 0
			Biri. 12 0	12 0	18 0
...	...	...	13 2	13 2	15 12
...	...	...	12 0	12 4	16 0
...	...	...	10 8	10 8	15 0
...	...	...	9 9	9 9	18 9
...	...	...	12 0	12 0	16 0
...	...	...	10 0	10	14 0

Station Bazars of the Districts of Bengal on the 31st August 1900—(concluded).

Indian-corn or Maize. (*Zea mays.*)			Arhar or Thur, Cadjan Pea. (*Cajanus indicus.*)			Salt.			Wholesale prices per maund of 40 seers — Salt.			Districts.	Number.	
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.			
S. Ch.	S. Ch.	S. Ch.	S. Ch	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	Rs. A. P.	Rs. A. P.	Rs. A. P.	BENGAL—*concluded.*		
...	...	...	...	...	...	S 10 0	10 0	10 0	3 12 0	3 12 0	3 11 0	Tippera.	24	Chittagong Division.
...	...	...	...	...	...	T 9 0	9 0	9 0	Panga. 4 8 0	4 8 0	4 0 0	Noakhali.	25	
...	...	...	7 13	7 13	9 8	U 11 0	10 0	10 8	Panga. 3 10 0	3 14 0	3 8 0	Chittagong.	26	
												BIHAR.		
18 0	...	25 0	12 0	13 0	14 0	V 11 0	11 0	11 0	Panga. 3 8 0	3 8 0	3 8 0	Patna.	27	Patna Division.
...	...	...	9 0	10 0	13 0	W 10 0	10 0	10 0	3 12 0	3 12 0	3 12 0	Gaya.	28	
...	...	...	...	12 0	13 0 and 13 8	X ...	10 8	10 8	...	3 13 0	3 13 0	Shahabad.	29	
15 8	14 8	19 0	10 0	10 0	13 0	Y 10 12	10 12	10 12	Panga. 3 11 0	3 11 0	3 11 0	Saran.	30	
13 0	13 0	...	10 8	10 8	13 0	Z 10 0	10 0	10 8	4 0 0	4 0 0	3 13 0	Champaran.	31	
14 8	14 8	17 8	10 8	10 0	13 0	a 10 0	10 0	11 4	Panga. 3 13 0	3 13 0	3 8 0	Muzaffarpur.	32	
...	15 6	...	...	11 0	16 8	...	11 0	10 8	...	3 10 0	3 8 0	Darbhanga.	33	
14 8	19 8	...	14 6	13 6	12 10	b 10 8	10 8	10 0	3 13 0	3 13 0	3 8 3	Monghyr.	34	Bhagalpur Division.
15 4	15 4	19 0	8 14	9 1	12 0	c 10 0	10 8	10 0	3 12 0	3 12 0	3 12 0	Bhagalpur.	35	
...	...	...	8 0	8 0	10 0	d 10 8	10 8	10 8	Panga. 3 12 0	3 12 0	3 12 0	Purnea (Kasba)	36	
...		...	7 0	7 8	12 0	e 10 0	9 8	10 0	Panga. 3 14 0	4 0 0	3 14 0	Malda (English Bazar).	37	
							9 8	9 8	Karkatch. 4 0 0	4 0 0	4 0 0			
13 0	13 8	19 0	13 0	13 0	18 0	f 10 0	10 0	10 0	Karkatch. 4 0 0	4 0 0	3 14 0	Sonthal Parganas.	38	
												ORISSA.		
...	...		13 2	13 2	22 5	g 11 0	11 0	10 12	Karkatch. 3 2 0	3 0 0	3 0 0	Cuttack.	39	Orissa Division.
...	...	...	8 0	8 0	10 0	h 11 0	11 4	12 0	3 9 0	3 8 0	3 6 0	Balasore.	40	
...	...	...	7 14	7 14	11 2	h1 13 0	13 2	13 0	Karkatch. 3 0 0	2 15 0	3 0 0	Puri.	41	
												CHOTA NAGPUR.		
24 0	13 4	22 8	8 0	8 0	16 0	9 0	9 0	8 0	4 7 0	4 7 0	4 6 0	Hazaribagh.	42	Chota Nagpur Division.
...	...	...	6 8	6 8	9 0	9 0	9 0	9 0	Panga. 4 7 0	4 7 0	4 2 0	Ranchi.	43	
11 4	...	22 8	...	...	15 3	9 0	8 7	8 6½	...	...	...	Palamau.	44	
26 0	...	...	8 8	9 0	12 0	i 10 8	10 8	10 8	Panga. 3 10 0	3 10 0	3 8 0	Manbhum.	45	
...	...	...	10 0	10 0	12 0	7 0	7 0	7 0	4 0 0	4 4 0	4 4 0	Singhbhum.	46	

a. In the subdivisions the retail prices of salt per rupee are :—Hajipur 10 seers ; Sitamarhi 11 seers.
b. In the subdivisions the retail prices of salt per rupee are :—Begusarai 10½ seers ; Jamui 10 seers.
c. In the subdivisions the retail prices of salt per rupee are :—Banka 10 seers ; Madhipura 9 seers ; Supaul 10½ seers.
d. In the Kishenganj and Arraria subdivisions the retail price of salt is 9 seers per rupee.
e. At Balia Nawabganj the retail price of salt (panga and karkatch) is 10 seers per rupee.
f. In the subdivisions the retail prices of salt per rupee are :—Deoghur 10½ seers (panga) ; Godda 9 seers ; Jamtara 11 seers (crushed) ; Pakaur 11½ seers (karkatch) ; Rajmahal 11 seers.
g. In the Jajpur and Kendrapara subdivisions the retail price of salt (panga) is 10 seers per rupee.
h. At Bhadrak the retail price of salt is 10½ seers per rupee.
h1. At Kharda the retail price of salt is 11½ seers per rupee.
i. At Gobindpur the retail price of salt is 10 seers 10 chitaks per rupee.

Published for general information.

F. A. SLACKE,
Secretary to the Govt. of Bengal.

PRICES-CURRENT (wholesale) of Food-grains, Firewood, &c.,

Number.	Marts	Rice (best sort).			Common rice (*mota chaul*).			Wheat (*Triticum sativum*).			Barley (*Hordeum vulgare*).		
		Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
1	Calcutta ...	5 4 0	5 0 0	4 12 0	3 8 0	3 8 0	3 4 0	3 12 0	3 12 0	3 0 0	2 6 0	2 6 0	2 4 0
2	Burdwan ...	4 3 0	4 6 0	3 2 0	3 4 0	3 4 0	2 14 0	3 5 0	3 5 0	2 10 0	...	...	...
3	Midnapore ...	4 0 0	4 0 0	3 4 0	3 2 0	3 6 0	2 4 0	...	...	...	...	...	...
4	Pabna ...	6 8 0	6 8 0	5 11 3	2 13 0	2 13 0	2 1 3	2 13 6	2 13 3	2 3 3	...	...	...
5	Rangpur ...	4 4 0	4 6 0	4 8 0	3 2 0	3 6 0	2 10 0	4 0 0	4 0 0	3 0 0	...	...	...
6	Dacca ...	3 12 0	3 10 0	3 2 0	3 2 0	3 0 0	2 2 0	3 12 0	3 12 0	3 0 0	2 4 0	2 4 0	1 0 0
7	Chittagong ...	...	...	3 4 0	3 8 0	3 2 0	2 10 0	...	...	...	...	...	...
8	Patna ...	3 9 0	3 12 0	3 4 0	2 12 0	2 11 0	2 8 0	2 12 0	2 10 0	2 7 0	2 3 0	2 5 0	1 13 0
9	Muzaffarpur ...	5 0 0	5 0 0	5 0 0	3 5 3	3 5 3	3 0 3	3 3 3	3 9 3	2 10 6	2 6 3	2 8 0	2 0 0
10	Bhagalpur ...	3 15 6	3 15 0	3 10 3	2 13 9	2 13 0	3 0 3	3 3 0	3 2 0	2 9 3	2 1 9	2 4 0	1 13 9
11	Cuttack ...	3 10 0	3 10 0	3 6 3	2 14 6	2 14 6	2 5 6	3 9 0	3 9 0	3 2 6	...	...	...
12	Ranchi ...	5 0 0	5 0 0	4 0 0	3 13 6	4 0 6	2 6 9	4 0 0 to 5 11 6	4 0 0 to 5 11 6	3 3 3 to 5 6 6	4 0 0	4 0 0	...

CALCUTTA,
The 4th September 1900.

JUAR OR CHOLUM (*Sorghum vulgare*).			BAJRA OR CUMBU (*Pennisetum typhoideum*).			MARUA OR RAGI (*Eleusine corocana*).			GRAM, CHANA, CHOLA, KADALAY, OR SUNAGA (*Cicer arietinum*).		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
15	16	17	18	19	20	21	22	23	24	25	26
s. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
...	...	2 4 0	5 8 0	5 8 0	3 4 0	...	...	...	3 4 0	3 0 0	2 4 0
...	...	...	...	...	...	...	...	...	3 3 9	3 4 0	2 2 0
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	3 5 0	3 5 0	1 10 3
...	...	...	...	...	...	...	...	...	3 5 0	3 8 0	2 0 0
...	...	...	...	...	...	...	...	...	3 6 0	3 6 0	2 9 0
...	...	...	...	...	...	...	...	...	3 12 0	3 14 0	2 12 0
...	...	1 12 0	...	...	...	...	...	...	2 10 0	2 7 0	1 13 0
...	...	...	...	...	...	...	...	...	2 12 0	2 12 0	2 1 6
...	...	...	...	...	...	...	...	...	2 12 0	2 14 0	2 1 9
...	...	...	...	...	...	...	...	...	2 14 6	Biri or kalai. 3 0 0	2 2 6
...	...	...	...	...	...	...	...	...	3 13 0	3 13 0	2 10 6

Indian-corn or maize (*Zea mays*).			Arhar dal or Thur — Cadjan pea (*Cajanus indicus*).			Linseed.			Mustard and Rapeseed.		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
27	28	29	30	31	32	33	34	35	36	37	38
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A.
3 12 0	...	...	4 4 0	4 4 0	3 4 0	6 12 0	5 12 0	4 4 0	6 0 0	5 4 0	4 0
...	...	...	5 0 0	5 0 0	3 12 0	...	...	...	6 0 0	6 0 0	4 0
...	...	...	...	...	...	6 0 0	6 0 0	4 0 0	Black mustard. 6 4 0 / Rape seed. 5 14 0	5 12 0 / 6 0 0	4 8 / 3 4
...	...	...	4 7 0	4 7 0	3 2 0	6 2 0	6 2 0	3 7 0	5 8 0	5 8 0	3 8
2 10 0	2 10 0	1 8 0	5 5 0	5 10 0	4 0 0	...	...	...	6 4 0	6 8 0	3 12
...	...	...	4 8 0	4 8 0	4 0 0	...	...	...	...	...	...
...	...	...	5 12 0	5 12 0	3 14 0	...	...	...	6 4 0	6 0 0	3 12
2 3 0	...	1 9 0	2 7 0	3 0 0	2 12 0	4 14 0	4 14 0	3 8 0	4 14 0	5 10 0	3 14
2 10 6	2 10 6	2 3 6	3 10 0	...	2 13 9	...	...	...	...	...	...
2 10 0	2 10 0	2 1 9	4 8 0	4 5 0	3 5 3	5 12 0	5 0 0	4 3 0	6 0 0	5 15 0	4 0
...	...	...	2 13 0	2 13 0	1 12 9	...	...	...	6 6 0	6 6 0	3 12
...	...	...	5 6 6	5 6 6	4 7 0 to 5 0 0	5 0 0	...	4 0 0	6 15 0	6 10 6	3 10 to 4 9

40 STANDARD SEERS.

Til or jinjili seed.			Sugar (raw).			Cotton, cleaned.			Jute.		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
39	40	41	42	43	44	45	46	47	48	49	50
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
4 12 0	4 8 0	4 0 0	5 9 0	5 0 0	4 10 0	18 0 0	18 0 0	16 0 0	5 12 0	6 0 0	5 0 0
...	...	...	6 0 0	6 0 0	6 0 0	23 0 0	23 0 0	12 0 0	...	...	...
...	...	...	4 12 0 to 5 0 0	4 12 0 to 5 0 0	4 12 0 to 5 0 0	18 0 0 to 20 0 0	18 0 0 to 20 0 0	18 0 0	...	...	...
...	...	...	4 12 0	4 12 0	4 2 0	20 0 0	20 0 0	18 0 0	4 15 0	4 15 0	5 0 0
...	...	...	6 4 0	6 12 0	5 0 0	...	...	...	5 0 0	4 10 0	4 0 0
...	...	...	6 0 0	6 0 0	5 0 0	...	...	...	5 8 0	5 8 0	4 12 0
...	...	...	5 8 0	5 8 0	5 4 0	16 0 0	17 0 0	11 8 0	...	...	...
6 8 0	6 0 0	3 14 0	5 8 0	5 8 0	3 8 0	18 0 0	18 0 0	12 0 0	6 0 0	6 0 0	5 0 0
...	...	...	5 5 0	...	2 13 9	...	...	...	...	...	...
...	...	...	5 14 0	6 4 0	4 8 0	21 8 0	22 0 0	16 0 0	...	...	...
6 2 3	6 6 0	3 10 0	4 14 0	4 8 0	4 12 0	22 0 0	22 0 0	24 8 0	...	...	...
...	...	...	6 12 0 to 8 0 0	7 4 3 to 8 0 0	4 7 0 to 5 11 0	22 12 0	22 12 0	16 0 0	...	...	...

1414c

Ghi (clarified butter).			Tobacco leaf.			Hides (cow).			Grass.		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
51	52	53	54	55	56	57	58	59	60	61	62
Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
40 8 0	40 8 0	33 0 0	7 0 0	7 0 0	6 0 0	250 0 0	250 0 0	250 0 0	1 13 0	1 13 0	0 12 3
						Per 100 pieces—					
40 0 0	40 0 0	33 0 0	...	...	...	...	...	...	...	...	...
			Madhakhali.			Uncleaned hide per piece.					
41 0 0	38 0 0 to 39 0 0	33 0 0	7 8 0	7 8 0	6 12 0	0 8 0 to 2 0 0	0 8 0 to 2 0 0	0 14 0 to 2 4 0	...	...	...
			Pulta.			Cleaned hide per piece.					
			10 8 0	10 0 0	7 8 0	0 12 0 to 2 4 0	0 12 0 to 2 4 0	1 2 0 to 2 6 0			
53 0 0	52 0 0	52 0 0	10 10 0	10 8 0	8 0 0	...	...	...	...	...	...
40 0 0	40 8 0	36 0 0	5 5 0	5 8 0	8 0 0	...	...	...	0 2 6	0 2 6	0 2 6
40 0 0	40 0 0	42 0 0	10 0 0	10 0 0	7 0 0	25 0 0	25 0 0	25 0 0	0 4 0	0 4 0	0 4 0
						per maund.					
43 0 0	42 0 0	45 0 0	13 0 0	13 0 0	11 0 0	18 0 0	18 0 0	18 0 0	...	...	...
						per maund.					
31 0 0	31 0 0	30 0 0	3 0 0	3 0 0	3 0 0	...	...	...	0 4 0	0 5 0	0 5 0
33 10 0	33 10 0	30 7 6	10 0 0	13 5 3	10 0 0	...	...	...	...	...	...
40 0 0	40 0 0	36 0 0	5 0 0	5 0 0*	5 0 0	...	...	...	...	...	...
36 0 0	34 8 0	31 0 0	4 4 0	4 4 0	4 4 0	25 0 0	25 0 0	25 0 0	0 9 6	0 9 6	0 8 11
						per maund.					
32 0 0 to 37 3 10	32 0 0 to 37 3 10	29 8 0 to 36 0 0	8 0 0 to 13 0 0	8 0 0 to 13 0 0	8 0 0 to 13 0 0	1 0 0	1 0 0	1 0 0	0 2 8	0 2 8	0 2 8
						per piece.					

* Rs. 10 entered in last return was a mistake.

n the undermentioned Marts of Bengal on the 31st August 1900.

Straw.			Juar stalks.			Prices per maund of 40 standard seers. Iron.			Firewood.			Salt.			Marts.
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	
63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	7
Rs. A. P.	Rs. A. P.	Rs. A. P.				Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P	Rs. A. P.	
0 12 0	0 12 0	0 9 0	...	...	...	5 4 0	5 4 0	5 4 0	0 8 0	0 8 0	0 7 0	3 6 0	Panga. 3 6 0	3 6 0	1. Calcutta.
0 8 0	0 8 0	0 5 3	...	...	...	...	...	...	0 9 0	0 9 0	0 8 0	3 5 6	Crushed. 3 8 0	3 5 0	2. Burdwan.
0 3 0	0 3 0	0 5 0	...	...	...	4 8 0 to 4 12 0	4 8 0 to 4 12 0	4 0 0 to 4 8 0	0 4 0	0 4 0	0 8 0	3 9 0	Panga. 3 8 0	3 8 0	3. Midnapore.
1 0 0	1 0 0	0 12 0	...	...	...	7 0 0	7 0 0	7 8 0	0 6 0	0 6 0	0 4 0	3 13 0	Panga. 3 13 0	3 14 0	4. Pabna.
0 7 0	0 7 0	0 7 0	...	...	...	7 0 0	6 8 0	7 0 0	0 5 0	0 5 0	0 5 0	3 12 0	Panga. 3 12 0	4 0 0	5. Rangpur.
...	...	...	...	...	...	5 8 0	5 8 0	5 0 0	0 5 0	0 5 0	0 5 0	3 10 0	Panga. 3 11 0	3 9 0	6. Dacca.
...	...	...	...	...	...	7 4 0	7 4 0	5 4 0	...	...	...	3 10 0	Panga. 3 14 0	3 8 0	7. Chittagong.
...	...	...	...	...	...	4 0 0	4 0 0	3 0 0	0 5 0	0 5 0	0 8 0	3 8 0	Panga. 3 8 0	3 8 0	8. Patna.
...	...	...	...	...	...	6 10 6	6 10 6	6 10 6	0 4 0	0 4 0	0 4 0	3 13 0	Panga. 3 13 0	3 8 0	9. Muzaffarpur.
...	...	...	...	...	...	7 0 0	8 0 0	6 0 0	0 6 9	0 5 9	0 5 9	3 12 0	3 12 0	3 12 0	10. Bhagalpur.
0 9 0	0 8 6	0 9 6	...	...	...	4 2 0	4 4 0	4 8 0	0 4 6	0 4 6	0 4 0	3 2 0	Karkatch. 3 0 0	3 0 0	11. Cuttack.
No fixed rate.			...	...	...	6 10 6	6 10 6	5 0 0	0 4 0	0 4 0	0 4 0	4 7 0	Panga. 4 7 0	4 2 0	12. Ranchi.

F. A. SLACKE,
Secretary to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Alipore Observatory from 26th August to 1st September 1900.

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 32° Fahr.	Temperature. Mean.	Temperature. Maximum.	Temperature. Range.	Temperature. Minimum.	Hygrometry. Mean wet bulb.	Hygrometry. Vapour tension.	Hygrometry. Dew point.	Hygrometry. Humidity.	Wind. Prevailing direction.	Wind. Miles recorded.	Rain.	Weather.
		°		Inches.	°	°		°	°	Inches	°	%			Inches.	
1900. Aug.	26th	142·6	0·8	29·512	82·1	86·6	9·1	77·5	80·0	0·998	79·2	91	ENE and variable	73	1·23	Chiefly cloudy, o, g, d, p.
,,	27th	138·0	1·1	·582	83·6	87·3	9·1	78·2	80·7	1·009	79·5	88	SSE ...	150	0·73	Chiefly cloudy, o, d, p.
,,	28th	151·8	5·4	·640	85·3	90·9	10·9	80·0	81·6	1·031	80·2	85	SSE, SW and SSW.	109	Nil	Chiefly cloudy, o.
,,	29th	159·8	4·6	·663	84·3	92·9	11·5	81·4	81·2	1·026	80·0	88	SSW, WSW and variable.	88	,,	Chiefly cloudy, o, g, ⌓.
,,	30th	119·6	0·1	·673	80·9	84·3	7·6	76·7	79·3	0·980	78·6	93	WSW, W by S and variable.	44	2·52	Chiefly cloudy, o, p, t.
,,	31st	146·8	6·5	·651	82·8	89·9	12·9	77·0	78·4	·913	76·5	81	W by S, E by N and SE.	85	Nil	Partially cloudy, o.
Sept.	1st	149·8	7·3	·688	84·1	90·3	11·9	78·4	79·0	·924	76·8	79	ESE and SE by S	149	0·16	Partially cloudy, p.

	Inches
The mean pressure of the seven days	29·630
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	29·632
	Hours.
The total number of hours of bright sunshine	25·8
The maximum possible number of hours of sunshine	88·3
	°
The mean temperature of the seven days	83·3
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	83·5
The extreme variation of temperature	16·2
The maximum temperature	92·9
	Miles.
The highest velocity of the wind in one hour	12
	%
The mean relative humidity	86
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	85
	Inches.
The total fall of rain from 26th August to 1st September 1900	4·64
The average fall of the corresponding period for 24 years, Surveyor-General's Office	2·01
The total fall from 1st January to 1st September 1900	43·06
The average fall of the corresponding period for 24 years, Surveyor-General's Office	48·54

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph, and from eye observations.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

o, overcast; g, gloomy; d, drizzling rain; p, passing temporary showers; t, thunder ⌓, dew.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 3rd September 1900.

G. W. KUCHLER,
For *Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories.*

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate return of traffic on the Circular and Eastern Canals for the week ending Saturday, the 1st September 1900, as compared with the corresponding week of the previous year.

Nature of cargo.	Week ending Saturday, the 1st September 1900.			Week ending Saturday, the 2nd September 1899.		
	Number of boats.	Weight of cargo.	Tollage.	Number of boats.	Weight of cargo.	Tollage.
	No.	Mds.	Rs.	No.	Mds.	Rs.
Rice and paddy	943	1,33,800	2,231	842	1,08,125	1,668
Jute	42	8,793*	139	50	26,850	386
Firewood	50	31,525	466	116	84,675	1,267
Other articles	683	1,74,375	2,136	595	1,39,160	1,764
Total ..	1,718	3,48,493	4,972	1,603	3,58,810	5,085

* Weight by canal measurement ... 8,660 maunds.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 11th August 1900 on 1,836·15 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	(a)356,274	(a) 3,82,676 1 0	46,61,566 30	(b) 8,14,419 11 0	23,168 0 0	12,20,263 12 0	111,290	193,574	304,864
Or per mile of railway	.....	208 6 7	.....	443 8 9	12 9 11	664 9 3	.....	.....	.....
For previous 5 weeks of half-year	1,815,783	19,09,755 9 0	2,44,34,932 30	44,43,340 11 0	1,27,850 0 0	64,85,946 4 0	530,828	976,611	1,507,439
Total for 6 weeks ...	2,172,057	22,92,431 10 0	2,90,96,499 29	52,57,760 6 0	1,51,018 0 0	77,01,210 0 0	642,118	1,170,185	1,812,303
Comparison.									
Total for corresponding week of previous year ...	313,033½	2,91,982 13 3	37,29,186 20	6,43,661 0 1	13,915 9 6	9,49,559 6 10	92,987½	151,691½	244,678½
Per mile of railway corresponding week of previous year ...	.....	170 10 11	.....	376 4 2	8 2 2	555 1 3	.....	.....	.....
Total for corresponding 6½ weeks of previous year ...	2,062,867	20,72,628 8 1	2,33,91,573 10	39,62,794 10 10	84,605 1 2	61,20,628 4 1	583,031¾	940,027¼	1,523,059

(a) The increase is chiefly due (1) to the movements of marriage parties and pilgrims, (2) to the conveyance of troops and transport mules from N.-W. and O. & R. Railways.

(b) The increase is chiefly in coal traffic.

1900. *Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899.*

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		No. of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
1,836·15...	Week ended 7th July ...	393,897	4,48,904	50,34,320	9,34,699	22,470	14,06,073	766	314,298	4 7 7
1,836·15...	" " 14th " ...	400,878	4,16,385	51,57,237	9,25,110	25,826	13,67,321	745	306,299	4 7 5
1,836·15...	" " 21st " ...	337,739	3,49,521	46,02,869	8,77,982	25,720	12,53,223	683	297,637	4 3 4
1,836·15...	" " 28th " ...	341,950	3,45,049	51,45,648	8,99,557	27,495	12,72,011	693	300,346	4 3 9
1,836·15...	" " 4th August ...	341,328	3,49,896	44,94,859	8,05,993	26,429	11,82,318	644	288,859	4 1 6
1,836·15...	" " 11th " ...	356,274	3,82,676	46,61,567	8,14,420	23,168	12,20,264	665	304,864	4 0 1
	Totals up to date ...	2,172,057	22,92,431	2,90,96,500	52,57,761	1,51,018	77,01,210	699	1,812,303	4 4 0

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded. *1899.*

		No. of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
1,710·67	8 days of July	425,807	4,54,371	45,59,139	8,06,060	16,693	12,77,124	747	307,818	4 2 5
1,710·67	Week ended 15th July ...	363,619	3,51,956	42,17,629	6,87,306	13,140	10,52,402	615	254,918	4 2 1
1,716·67	" " 22nd " ...	346,546	3,37,012	35,12,074	6,08,241	13,085	9,58,338	560	236,652	4 1 0
1,710·67	" " 29th " ...	305,660	3,05,455	34,23,200	5,78,387	12,912	8,96,754	524	235,652	3 12 11
1,710·67	" " 5th August ...	308,202	3,31,852	39,50,345	6,39,140	14,859	9,85,851	576	243,941	4 0 8
1,710·67	" " 12th " ...	313,033	2,91,982	37,29,186	6,43,661	13,916	9,49,559	555	244,678	3 14 1
	Totals up to date ...	2,062,867	20,72,628	2,33,91,573	39,62,795	84,605	61,20,028	582	1,523,059	4 0 4

TARKESSUR BRANCH RAILWAY.

Approximate Return of Traffic for the week ended 11th August 1900 on 22·23 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	18,810	4,461 0 0	34,026 30	565 8 0	9 0 0	4,975 8 0	1,102	86	1,188
Or per mile of railway	.....	197 15 7	.....	25 7 0	0 6 6	223 13 1	.....	.....	.....
For previous 5 weeks of half-year	109,692	26,124 3 0	1,48,276 20	2,837 13 0	47 0 0	29,009 5 0	5,324	616	5,940
Total for 6 weeks ...	128,502	30,525 3 0	1,82,303 10	3,403 5 0	56 0 0	33,984 8 0	6,426	702	7,128
Comparison.									
Total for corresponding week of previous year	17,357	3,968 14 10	8,681 0	401 4 0	4 0 0	4,374 2 10	1,109	79	1,188
Per mile of railway corresponding week of previous year ...	.....	178 8 7	.....	18 0 10	0 2 11	196 12 4	.....	.....	.....
Total for corresponding 6½ weeks of previous year ...	120,126	27,562 7 2	94,665 10	2,821 6 0	58 1 3	30,441 14 5	6,841	693	7,534

TARKESSUR BRANCH RAILWAY—*concluded.*

1900. *Abstract of progressive weekly return of all earnings for 1900 in comparison with 1899.*

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
22·23	Week ended 7th July	26,980	6,544	22,945	504	10	7,058	317	1,188	5 15 1
22·23	Ditto 14th ,, ...	27,030	6,452	25,378	577	10	7,039	317	1,188	5 14 9
22·23	Ditto 21st ,, ...	20,185	4,893	32,722	596	9	5,408	243	1,188	4 8 10
22·23	Ditto 28th ,, ...	17,877	4,123	34,018	619	9	4,751	214	1,188	4 0 0
22·23	Ditto 4th Aug.	17,620	4,202	33,214	542	9	4,753	214	1,188	4 0 0
22·23	Ditto 11th ,, ...	18,810	4,401	34,026	565	9	4,975	224	1,188	4 3 0
	Totals up to date ...	128,502	30,525	1,82,303	3,403	56	33,984	255	7,128	4 12 3

Abstract of progressive weekly return of all earnings for 1900 in comparison with 1899—concluded. *1899.*

		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
22·23	8 days of July ...	24,246	6,025	8,049	322	13	6,360	286	1,437	4 6 10
22·23	Week ended 15th July	21,805	4,792	47,285	448	16	5,256	236	1,292	4 1 1
22·23	Ditto 22nd ,, ...	23,415	5,142	13,329	348	7	5,497	247	1,188	4 10 0
22·23	Ditto 29th ,, ...	17,231	3,874	8,001	915	6	4,795	216	1,241	3 13 10
22·23	Ditto 5th Aug.	16,072	3,760	9,320	387	12	4,159	187	1,188	3 8 0
22·23	Ditto 12th ,, ...	17,357	3,969	8,681	401	4	4,374	197	1,188	3 10 11
	Totals up to date ...	120,126	27,562	94,655	2,821	58	30,441	223	7,534	4 0 8

DELHI-UMBALLA-KALKA RAILWAY.

Approximate Return of Traffic for week ended 11th August 1900 on 162·24 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	13,292	11,527 1 0	77,899 20	6,453 13 0	68 0 0	18,048 14 0	5,680	1,154	6,834
Or per mile of railway ...	.....	71 0 10	.....	39 12 6	0 6 8	111 4 0	...	...	...
For previous 5 weeks of half-year	82,846	81,234 12 0	4,20,907 26	37,136 9 0	337 0 0	1,18,708 5 0	30,682	12,061	42,743
Total for 6 weeks ...	96,138	92,761 13 0	4,98,807 0	43,590 6 0	405 0 0	1,36,757 3 0	36,362	13,215	49,577
COMPARISON.									
Total for corresponding week of previous year	16,675	13,567 10 11	76,868 10	10,391 15 5	45 5 9	24,145 0 1	6,901	3,033½	9,934½
Per mile of railway corresponding week of previous year ...	.....	83 4 1	.....	65 4 7	0 4 6	148 13 2	.....	.....	...
Total for corresponding 6½ weeks of previous year	114,879	93,446 12 8	4,23,930 0	56,125 13 7	381 15 0	1,49,954 9 3	43,467	18,524	61,931

1900. *Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899*

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
162·24	Week ended 7th July ...	20,245	22,563	1,09,333	10,044	67	32,674	201	12,534	2 9 9
162·24	,, ,, 14th ,, ...	20,917	22,098	97,598	9,913	68	32,079	198	12,847	2 7 11
162·24	,, ,, 21st ,, ...	13,609	13,039	69,914	6,713	67	19,819	122	8,378	2 5 10
162·24	,, ,, 28th ,, ...	13,340	11,506	75,177	5,815	68	17,389	107	4,923	3 8 6
162·24	,, ,, 4th Aug. ...	14,735	12,029	77,886	4,651	67	16,747	103	4,062	4 2 0
162·24	,, ,, 11th ,, ...	13,292	11,527	77,899	6,454	68	18,049	111	6,834	2 10 3
	Totals up to date ...	96,138	92,762	4,98,807	43,500	405	1,36,757	140	49,577	2 12 2

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded. *1899.*

		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rs. A. P.
162·24	8 days of July	23,211	19,776	72,881	9,176	95	29,047	179	11,935	2 6 11
162·24	Week ended 15th July ...	20,339	17,554	61,713	8,858	60	26,472	163	9,953	2 10 7
162·24	,, ,, 22nd ,, ...	18,720	15,146	54,224	7,189	48	22,383	138	10,214	2 3 1
162·24	,, ,, 29th ,, ...	18,629	13,788	63,995	10,569	70	24,427	151	10,117	2 6 8
162·24	,, ,, 5th Aug. ...	17,305	13,675	94,248	9,742	63	23,480	145	9,757	2 6 6
162·24	,, ,, 12th ,, ...	16,675	13,567	76,869	10,592	41	24,145	149	9,935	2 6 11
	Totals up to date ...	1,14,879	93,446	4,23,930	56,126	383	1,49,954	150	61,931	2 6 9

EAST INDIAN RAILWAY—*concluded.*

1900. *Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899.*

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
1,836·15	Week ended 7th July ...	393,807	4,48,904	50,84,320	9,34,699	22,470	14,06,073	766	314,298	4 7 7
1,836·15	" " 14th " ...	400,878	4,16,385	51,57,237	9,25,110	25,826	13,67,321	745	303,299	4 7 5
1,836·15	" " 21st " ...	337,730	3,49,521	46,02,809	8,77,982	25,720	12,53,223	683	297,637	4 3 4
1,836·15	" " 28th " ...	341,950	3,45,049	51,45,648	8,99,557	27,405	12,72,011	693	300,346	4 3 9
1,836·15	" " 4th Aug. ...	341,328	3,49,896	44,94,859	8,05,993	26,429	11,82,318	644	288,859	4 1 6
1,836·15	" " 11th " ...	356,274	3,82,676	46,61,567	8,14,420	23,168	12,20,264	665	304,864	4 0 1
1,836·15	" " 18th " ...	332,498	3,42,970	42,04,514	7,29,561	23,301	10,95,932	597	298,226	3 10 10
	Totals up to date ...	2,504,555	26,35,401	3,33,01,014	59,87,422	1,74,319	87,97,142	684	2,110,529	4 2 8

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded. 1899.

		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
1,710·67	8 days of July ...	425,807	4,74,371	45,59,139	8,06,060	16,693	12,77,124	747	307,818	4 2 5
1,710·67	Week ended 15th July ...	363,319	3,51,955	42,17,629	6,87,396	13,140	10,52,402	615	254,918	4 2 1
1,710·67	" " 22nd " ...	346,546	3,37,012	35,12,074	6,08,241	13,083	9,58,338	560	236,052	4 1 0
1,710·67	" " 29th " ...	305,669	3,05,485	34,23,200	5,78,387	12,912	8,96,784	524	235,652	3 12 11
1,710·67	" " 5th Aug. ...	308,202	3,31,852	39,59,345	6,39,140	14,859	9,85,851	576	243,941	4 0 8
1,710·67	" " 12th " ...	313,033	2,91,982	37,29,186	6,48,661	13,916	9,49,559	555	244,678	3 14 1
1,710·67	Adjustments on account of previous period.				*1,70,137	†45,826	2,15,963	.....	.....	.....
	" " 19th Aug. ...	306,970	2,91,935	39,30,581	6,57,599	22,761	9,72,295	568	243,174	4 0 0
	Totals up to date ...	2,369,837	23,64,563	2,73,22,154	47,90,531	1,53,192	73,08,286	598	1,766,233	4 2 2

* Rs. 45,826—Added on account of mileage and demurrage not having been included in returns from 1st July to 12th August, 1899.
† " 1,70,137— Ditto of rebate on coal deducted from returns from 1st July to 12th August 1899.

TARKESSUR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 18th August 1900 on 22·23 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	17,187	4,029 7 0	33,468 10	497 2 0	9 0 0	4,565 9 0	1,105	83	1,188
Ditto per mile of railway ..	.....	182 9 9	.....	22 5 10	0 6 6	205 6 1	.....	.....	.....
For previous 6 weeks of half-year	128,502	30,525 3 0	1,82,303 10	3,403 5 0	56 0 0	33,984 8 0	6,426	702	7,128
Total for 7 weeks ..	145,689	34,584 10 0	2,15,771 20	3,900 7 0	65 0 0	38,550 1 0	7,531	785	8,316
COMPARISON.									
Total for corresponding week of previous year	17,247½	4,135 3 7	16,614 10	347 0 0	8 9 6	4,490 13 1	1,122	66	1,188
Per mile of railway corresponding week of previous year ...	.....	186 0 4	.....	15 9 9	0 6 2	202 0 3	.....	.....	.....
Total for corresponding 7½ weeks of previous year	137,373½	31,697 10 9	1,11,279 20	3,168 6 0	66 10 9	34,932 11 6	7,963	759	8,722

1900. *Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899.*

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		No. of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
22·23	Week ended 7th July ...	26,980	6,544	22,945	504	10	7,058	317	1,188	5 15 1
22·23	Ditto 14th " ...	27,030	6,422	25,378	577	10	7,039	317	1,188	5 14 9
22·23	Ditto 21st " ...	20,185	4,803	32,722	596	9	5,408	243	1,188	4 8 10
22·23	Ditto 28th " ...	17,877	4,123	34,018	619	9	4,751	214	1,188	4 0 0
22·23	Ditto 4th Aug. ...	17,620	4,202	33,214	542	9	4,753	214	1,188	4 0 0
22·23	Ditto 11th " ...	18,810	4,401	34,026	565	9	4,975	224	1,188	4 3 0
22·23	Ditto 18th " ...	17,187	4,060	33,468	497	9	4,566	205	1,188	3 13 6
	Totals up to date ...	145,689	34,585	2,15,771	3,900	65	38,550	218	8,316	4 10 2

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded. 1899.

		No. of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
22·23	8 days of July ...	24,246	6,025	8,049	322	13	6,360	286	1,437	4 6 10
22·23	Week ended 15th July ...	21,805	4,792	47,285	448	16	5,256	236	1,292	4 1 1
22·23	Ditto 22nd " ...	23,415	5,142	13,329	348	7	5,497	247	1,188	4 10 0
22·23	Ditto 29th " ...	17,231	3,874	8,001	915	6	4,795	216	1,241	3 13 10
22·23	Ditto 5th Aug. ...	16,072	3,760	9,320	387	12	4,159	187	1,188	3 8 0
22·23	Ditto 12th " ...	17,357	3,969	8,681	401	4	4,374	197	1,188	3 10 11
22·23	Ditto 19th " ...	17,248	4,135	16,614	347	9	4,491	202	1,188	3 12 6
	Totals up to date ...	137,374	31,697	1,11,279	3,168	67	34,932	220	8,722	4 0 1

DELHI-UMBALLA-KALKA RAILWAY.

Approximate Return of Traffic for week ended 18th August 1900 on 162·24 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	M. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	14,013	10,791 14 0	65,609 30	4,555 4 0	68 0 0	15,415 2 0	5,767	3,897	9,664
Or per mile of railway	.....	66 8 3	.....	28 1 3	0 6 9	95 0 3	.....	.....	...
For previous 6 weeks of half-year ..	96,138	92,761 13 0	4,98,807 0	43,590 6 0	405 0 0	1,36,757 3 0	36,362	13,215	49,577
Total for 7 weeks ...	110,151	1,02,553 11 0	5,64,416 30	48,145 10 0	473 0 0	1,52,172 5 0	42,129	17,112	59,241
Comparison.									
Total for corresponding week of previous year	17,466½	13,743 14 8	76,676 20	10,931 15 0	63 1 6	24,738 15 2	7,313½	3,038½	10,352
Per mile of railway corresponding week of previous year	.....	84 11 5	.....	67 6 1	0 6 3	152 7 9	.....	.....	...
Total for corresponding 7½ weeks of previous year	132,285½	1,07,190 11 4	5,00,606 20	67,057 12 7	445 0 6	1,74,693 8 5	50,720½	21,562½	72,283

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899.

1900. Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No	Rate. Rs. A. P.
162·24	Week ended 7th July ...	20,245	22,563	1,00,333	10,044	67	32,674	201	12,534	2 9 9
162·24	Ditto 14th " ...	20,917	22,098	97,598	9,913	68	32,079	198	12,847	2 7 11
162·24	Ditto 21st " ...	13,609	13,939	69,914	6,713	67	19,819	122	8,378	2 5 10
162·24	Ditto 28th " ...	13,340	11,506	75,177	5,815	68	17,389	107	4,922	3 8 6
162·24	Ditto 4th August ...	14,735	12,029	77,886	4,651	67	16,747	103	4,962	4 2 0
162·24	Ditto 11th " ...	13,292	11,527	77,899	6,454	68	18,049	111	6,834	2 10 3
162·24	Ditto 18th " ...	14,013	10,792	65,610	4,555	68	15,415	95	9,664	1 9 6
162·24	Totals up to date ...	110,151	1,03,554	5,64,417	48,145	473	1,52,172	134	59,241	2 9 1

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded.

1899 Open mileage.	Period.	Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
162·24	8 days of July	23,211	19,776	72,881	9,174	95	29,047	179	11,555	2 6 11
162·24	Week ended 15th July ...	20,339	17,554	61,713	8,858	69	26,472	163	9,953	2 10 7
162·24	Ditto 22nd " ...	18,720	15,146	54,204	7,189	48	22,383	138	10,214	2 3 1
162·24	Ditto 29th " ...	18,629	13,788	63,995	10,569	70	24,427	151	10,117	2 6 8
162·24	Ditto 5th August ...	17,305	13,675	94,248	9,742	63	23,480	145	9,757	2 6 6
162·24	Ditto 12th " ...	16,675	13,507	76,869	10,592	46	24,145	149	9,935	2 6 11
162·24	Ditto 19th " ...	17,407	13,744	76,677	10,932	63	24,739	152	10,352	2 6 3
162·24	Totals up to date ...	132,286	1,07,190	5,00,607	67,058	445	1,74,693	151	72,283	2 6 8

SOUTH BEHAR RAILWAY.

Approximate Return of Traffic for week ended 18th August 1900 on 78·76 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	9,710	5,065 0 0	29,975 30	2,129 12 0	47 0 0	7,241 12 0	1,666	1,642	3,308
Or per mile of railway ...	.....	64 4 11	.....	27 0 8	0 9 7	91 15 2	.....	.....	.....
For previous 6 weeks of half-year	64,894	33,506 5 0	2,34,632 10	14,259 3 0	285 0 0	48,050 8 0	9,537	3,852	13,389
Total for 7 weeks	74,604	38,571 5 0	2,64,608 0	16,388 15 0	332 0 0	55,292 4 0	11,203	5,494	16,697
Comparison.									
Total for corresponding week of previous year	7,169	3,289 12 9	20,676 0	2,196 6 0	16 11 6	5,502 14 3	859	254	1,113
Per mile of railway corresponding week of previous year	.....	41 12 4	.....	27 14 2	0 3 5	69 13 11	.....	.....	.....
Total for corresponding 6½ weeks of previous year	52,959½	24,851 14 6	1,10,808 30	9,862 11 6	108 1 9	34,822 11 9	5,542	1,497	7,039

SOUTH BIHAR RAILWAY—*concluded.*

1900. *Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899.*

Open mileage.	Period.	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total.	Per mile of railway.	Train mileage.	
		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
78·76	Week ended 7th July ...	11,892	5,794	46,827	2,774	37	8,615	109	2,441	3 8 8
78·76	" " 14th " ...	12,112	5,894	45,561	2,948	47	8,854	112	2,363	3 11 11
78·76	" " 21st " ...	10,012	4,910	39,698	2,542	48	7,500	95	2,205	3 6 5
78·76	" " 28th " ...	10,865	5,823	33,657	2,046	48	7,917	101	2,205	3 9 5
78·76	" " 4th August	10,039	5,493	32,021	1,847	48	7,388	94	1,891	3 14 6
78·76	" " 11th " ...	9,974	5,592	36,928	2,137	47	7,776	99	2,284	3 6 6
78·76	" " 18th " ...	9,710	5,065	29,976	2,130	47	7,242	92	3,308	2 3 0
	Totals up to date ...	74,604	38,571	2,64,608	16,389	332	55,292	100	16,697	3 5 0

Abstract of progressive weekly returns of all earnings for 1900 in comparison with 1899—concluded. 1899

		Number of passengers.	Rs.	Mds.	Rs.	Rs.	Rs.	Rs.	No.	Rate. Rs. A. P.
65·09	4 days ended 8th July ...	1,436	417	942	23	1	441	7	390	1 2 1
76·79	Week ended 15th " ...	8,287	4,240	17,382	1,566	12	5,818	76	1,084	5 5 10
78·76	" " 22nd " ...	9,773	4,442	19,285	1,961	13	6,356	81	1,113	5 11 4
78·76	" " 29th " ...	8,659	3,844	15,792	1,504	10	5,358	68	1,113	4 13 0
78·76	" " 5th August	9,445	4,795	16,885	1,237	25	6,057	77	1,113	5 7 1
78·76	" " 12th " ...	8,190	3,824	20,547	1,436	30	5,290	67	1,113	4 12 1
78·76	" " 19th " ...	7,169	3,290	20,676	2,196	17	5,503	70	1,113	4 15 1
	Totals up to date ...	52,960	24,852	1,10,809	9,863	108	34,823	69	7,039	4 15 2

EASTERN BENGAL STATE RAILWAY.

(INCLUDING N. B., K.-D., DACCA, AND ASSAM-BEHAR SECTIONS.)

Approximate Return of Traffic and Mileage for the week ended 25th August 1900 on 842 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (including ferry).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	209,970	93,380 0 0	12,36,330 0	2,62,416 0 0	25,369 0 0	3,91,150 0 0	36,160	48,404	84,564
Or per mile of railway ...	249	111 0 0	1,468 0	312 0 0	*30 0 0	*453 0 0	...	...	...
For previous 7 weeks of half-year	1,465,890	6,70,270 0 0	58,03,300 0	11,08,900 0 0	80,640 0 0	18,59,810 0 0	248,959	264,421	513,380
Total for 8 weeks ...	1,675,860	7,63,650 0 0	70,39,630 0	13,71,310 0 0	1,16,000 0 0	22,50,960 0 0	285,119	312,825	597,944
COMPARISON.									
Total for corresponding week of previous year	193,029	84,693 0 0	13,50,728 0	2,71,376 0 0	38,826 0 0	3,99,895 0 0	35,716	44,930	80,646
Per mile of railway corresponding week of previous year ...	231	102 0 0	1,630 0	325 0 0	23 0 0	450 0 0	...	...	...
Total to corresponding date of previous year	1,639,976	7,16,370 0 0	71,64,934 0	12,88,384 0 0	1,17,550 0 0	21,22,304 0 0	286,573	293,106	579,679

* Excluding steamer earnings.

DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 25th August 1900 on 86 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	40,620	10,930 0 0	40,080 0	3,730 0 0	160 0 0	14,820 0 0	2,556	1,938	4,494
Or per mile of railway	465	127 0 0	336 0	43 0 0	2 0 0	172 0 0	...	...	...
For previous 7 weeks of half-year	155,380	48,420 0 0	108,561 0	9,810 0 0	1,120 0 0	59,350 0 0	17,527	9,545	27,072
Total for 8 weeks ...	196,000	59,350 0 0	154,640 0	13,540 0 0	1,280 0 0	74,170 0 0	20,083	11,483	31,566
COMPARISON.									
Total for corresponding week of previous year	20,020	6,139 0 0	15,241 0	1,509 0 0	494 0 0	8,142 0 0	2,648	1,230	3,878
Per mile of railway corresponding week of previous year ...	233	71 0 0	177 0	18 0 0	6 0 0	95 0 0	...	...	...
Total to corresponding date of previous year.	176,161	51,606 0 0	191,442 0	11,002 0 0	1,661 0 0	64,269 0 0	21,018	11,167	32,185

COOCH BEHAR STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 25th August 1900 on 33·18 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings, including ferry).	Total earnings.	Traffic train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	1,870	930 0 0	5,870 0	1,480 0 0	70 0 0	2,480 0 0	340	810†	1,150
Or per mile of railway	56	28 0 0	177 0	45 0 0	1 0 0*	74 0 0	.....	.....	.....
For previous 7 weeks of half-year	13,030	6,590 0 0	45,660 0	6,010 0 0	360 0 0	12,960 0 0	2,040	5,372	7,412
Total for 8 weeks ...	14,900	7,520 0 0	51,530 0	7,490 0 0	430 0 0	15,440 0 0	2,380	6,182	8,562
Comparison.									
Total for corresponding week of previous year	1,882	614 0 0	7,250 0	970 0 0	93 0 0	1,677 0 0	328	942	1,270
Per mile of railway corresponding week of previous year ...	56	18 0 0	215 0	29 0 0	.....	47 0 0	.....	.....	.....
Total to corresponding date of previous year	14,848	4,921 0 0	45,348 0	4,505 0 0	821 0 0	10,247 0 0	2,955	7,047	10,002

* Excluding coaching ferry 30.
† Includes ballast train-miles 520.

MYMENSINGH-JAGANNATHGANJ RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 25th August 1900 on 53·37 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	8,120	2,250 0 0	8,830 0	710 0 0	60 0 0	3,020 0 0	1,102	382	1,484
Or per mile of railway	152	42 0 0	165 0	13 0 0	1 0 0	56 0 0	.....	.....	...
For previous 7 weeks of half-year	53,020	13,960 0 0	75,110 0	6,410 0 0	160 0 0	20,530 0 0	8,362	4,252	12,614
Total for 8 weeks ...	61,140	16,210 0 0	83,940 0	7,120 0 0	220 0 0	23,550 0 0	9,464	4,634	14,098
Comparison.									
Total for corresponding week of previous year	3,328	765 0 0	1,715 0	82 0 0	2 0 0	849 0 0	760	618	1,378
Per mile of railway corresponding week of previous year ...	101	23 0 0	52 0	3 0 0	.....	26 0 0	.....	.....	...
Total to corresponding date of previous year	24,124	5,696 0 0	10,211 0	690 0 0	30 0 0	6,416 0 0	4,367	5,059	9,426

BRAHMAPUTRA-SULTANPUR RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 25th August 1900 on 52 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	3,860	950 0 0	17,180 0	1,990 0 0	570 0 0	3,510 0 0	590	700	1,290
Or per mile of railway	74	18 0 0	330 0	38 0 0	11 0 0	67 0 0	.....	.....	.....
For previous 7 weeks of half-year	25,910	7,210 0 0	73,430 0	5,520 0 0	270 0 0	13,000 0 0	3,700	8,181	11,881
Total for 8 weeks ...	29,770	8,160 0 0	90,610 0	7,510 0 0	840 0 0	16,510 0 0	4,290	8,881	13,171
Comparison.									
Total for corresponding week of previous year	1,489	421 0 0	4,750 0	225 0 0	3 0 0	649 0 0	237	663	900
Per mile of railway corresponding week of previous year ...	60	17 0 0	192 0	9 0 0	.....	26 0 0	.....	.....	.....
Total to corresponding date of previous year	12,407	3,585 0 0	47,812 0	2,053 0 0	59 0 0	5,697 0 0	1,746	6,856	8,602

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Mileage for the week ended 18th August 1900 on 139 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	28,214	11,935 0 0	1,52,675 0	16,095 0 0	541 0 0	28,571 0 0	4,550	4,925	9,475
Or per mile of railway	217	92 0 0*	1,098 0	116 0 0	4 0 0	212 0 0	.....	.....	.....
For previous 6 weeks of half-year	209,446	76,650 0 0	5,44,614 0	52,113 0 0	11,887 0 0	1,40,650 0 0	27,300	21,281	48,581
Total for 7 weeks ...	237,660	88,585 0 0	6,97,289 0	68,208 0 0	12,428 0 0	1,69,221 0 0	31,850	26,206	58,056
Comparison.									
Total for corresponding week of previous year	27,874	10,377 0 0	75,858 0	7,601 0 0	252 0 0	18,230 0 0	4,033	3,901	7,934
Per mile of railway corresponding week of previous year	214	80 0 0	546 0	55 0 0	2 0 0	137 0 0	.....	.....	.....
Total to corresponding date of previous year	241,038	89,097 0 0	4,00,255 0	37,380 0 0	5,332 0 0	1,31,809 0 0	35,351	21,035	56,386

* Coaching traffic calculated on 130 miles only.

BENGAL CENTRAL RAILWAY COMPANY, LIMITED.

Approximate Return of Traffic and Mileage for the week ended 25th August 1900 on 139 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	28,560	11,541 0 0	1,68,890 0	18,722 0 0	1,657 0 0	31,920 0 0	4,550	4,643	9,193
Or per mile of railway	229	†89 0 0	1,215 0	135 0 0	12 0 0	236 0 0	.....	...	.....
For previous 7 weeks of half-year*	242,393	88,699 0 0	6,96,188 0	68,538 0 0	12,414 0 0	1,69,651 0 0	31,903	26,153	58,056
Total for 8 weeks ...	270,953	1,00,240 0 0	8,65,087 0	87,260 0 0	14,071 0 0	2,01,571 0 0	36,453	30,796	67,249
Comparison.									
Total for corresponding week of previous year ...	28,075	10,728 0 0	77,434 0	9,088 0 0	3,016 0 0	22,832 0 0	4,505	3,417	7,922
Per mile of railway corresponding week of previous year ...	216	83 0 0	557 0	65 0 0	22 0 0	170 0 0	.....	.....	.....
Total to corresponding date of previous year	269,113	99,825 0 0	4,77,689 0	46,467 0 0	8,348 0 0	1,54,640 0 0	39,856	24,452	64,308

* Audited up to week ending 7th July 1900.
† Coaching traffic calculated on 130 miles only.

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 25th August 1900 on 1,202 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated), including steam-boat.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs.	Mds.	Rs.	Rs.	Rs.			
Total traffic for the week on 1,202 miles open	135,030	48,390	6,86,630	(a)37,220	(a)7,760	(a)93,370	29,316	(b)24,506	53,822
Or per mile of railway (c) ...	120·78	43·29	614·16	33·29	6·94	83·52	.....	.....	.....
For previous 7 weeks of half-year	1,048,413	4,05,593	36,71,919	3,71,156	90,793	8,67,542	212,217	188,387	400,604
Total for 8 weeks ...	1,183,443	4,53,983	43,58,549	4,08,376	98,553	9,60,912	241,533	212,893	454,426
Comparison									
Total for corresponding week of previous year on 1,085 miles open.	143,797	48,905	5,21,828	55,991	91,481	1,24,377	24,434	(d)27,833	52,267
Per mile of railway corresponding week of previous year ...	132·53	45·07	480·95	51·61	17·96	114·64	.....	.....	.....
Total to corresponding date of previous year	1,057,043	3,75,664	47,38,580	5,10,802	1,23,315	10,10,081	211,592	222,048	433,640

(a) Decrease due to slack traffic and the traffic being abnormally high last year. 409,848 maunds and Rs. 10,584 of ballast trains have been included this week.
(b) Includes 6,618 miles of ballast trains run on open line.
(c) This has been worked out on the actual mileage (1,118) opened for traffic.
(d) Includes 6,982 miles of ballast trains run on open line.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Approximate Return of Traffic for week ending 25th August 1900 on 18 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Passengers carried.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
	No.	Rs.	Mds.	Rs.	Rs.	Rs.			
Total traffic for the period on 18 miles open	851	131	2,279	75	1	207	225	27	252
Or per mile of railway	47·28	7·28	126·61	4·17	0·05	11·50	.....	.....	..
For previous 7 weeks of half-year	3,169	540	25,031	829	11	1,380	732	258	990
Total for 8 weeks ...	4,020	671	27,310	904	12	1,587	957	285	1,242
COMPARISON.									
Total for corresponding week of previous year on miles open	.....	.....	.....	.....	.....	.....	.....	.....	...
Per mile of corresponding week of previous year	.....	.....	.....	.....	.....	.....	.....	.....	...
Total to corresponding date of previous year	.....	.....	.....	.....	.....	.....	.....	.....	...

ASSAM-BENGAL RAILWAY.

Approximate Return of Traffic for the week ended 18th August 1900 on 397 miles open for all descriptions of traffic and an additional 39 miles for goods and parcels traffic only.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	21,833	11,887 0 0	2,46,686 0	13,594 0 0	495 0 0	25,976 0 0	2,763	8,680	11,443
Or per mile of railway	54·99	29·94	865·79	31·48	1·44	62·26	6·96	19·91	26·87
For previous 6 weeks of half-year*	1,45,043	81,407 0 0	12,86,963 0	74,277 0 0	4,345 0 0	1,60,029 0 0	20,843	50,654	71,497
Total for 7 weeks ...	1,66,876	93,294 0 0	15,33,649 0	87,871 0 0	4,840 0 0	1,86,005 0 0	23,606	59,334	82,940
COMPARISON.									
Total for corresponding week of previous year	16,895	9,558 0 0	2,32,163 0	13,256 0 0	265 0 0	23,079 0 0	3,379	7,256	10,634
Per mile of railway corresponding week of previous year	42·66	24·14	547·56	31·27	0·62	56·03	8·53	17·21	25·74
Total to corresponding date of previous year	1,54,967	89,252 0 0	17,37,128 0	84,374 0 0	4,031 0 0	1,77,657 0 0	25,688	51,863	77,554

* Includes audited figures for week ended 7th July 1900.

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam-Bengal Railway.

Receipts for week ending 18th August 1900.			Receipts for week ending 19th August 1899.			Total receipts from 1st April 1900 to 18th August 1900.			Total receipts from 1st April 1899 to 19th August 1899.			Total increase in 1900.	Total decrease in 1900.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.		Rs.	
436	25,976	62·26	424	23,079	56·03	436	5,83,950	...	424	5,61,639	...	22,311	.....

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

	Rs.	A.	P.
Approximate earnings for the week ending 25th August 1900	14,136	0	0
Ditto for the corresponding period of 1899	14,071	0	0
Increase	65	0	0
Receipts per mile for the week ending 25th August 1900	277	2	10
Ditto for the corresponding period of 1899	275	14	5
Increase	1	4	5
Receipts from 1st July to 25th August 1900	1,08,497	0	0
Ditto for the corresponding period of 1899	96,428	0	0
Increase	12,069	0	0

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OFFICIAL PAPERS.

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RESOLUTION ON THE ANNUAL REPORT OF THE ORISSA PORTS FOR 1899-1900.

No. 1770Marine.

GOVERNMENT OF BENGAL, MARINE DEPARTMENT.

Dated Calcutta, the 10th September 1900.

RESOLUTION.

READ—

Letter No. 877C., dated 10th July 1900, from the Commissioner, Orissa Division, submitting the Annual Report on the Administration of the Orissa Ports for 1899-1900.

The following statement shows the receipts of the year under review as compared with those of the previous year:—

PARTICULARS.	1898-99.	1899-1900.	Increase.	Decrease.
	Rs.	Rs.	Rs.	Rs.
Port dues on vessels ...	3,841	874	...	2,941
Ditto on mail steamers ...	14,964	9,132	...	5,832
Miscellaneous ...	100	108	...	18
Government contributions ...	2,500	...	...	2,500
Total receipts ...	21,405	10,114	...	11,291

2. There has been a heavy fall in the receipts, and the decrease has affected each of three ports, as shown below:—

	Rs.
False Point	5,840
Balasore	4,174
Puri	1,277

The main cause of this heavy decrease is the opening of the Bengal-Nagpur Railway, which has given so many facilities to the trade by land that the sea-trade fell off, and consequently the number of steamers and country vessels plying between Calcutta, Balasore and Puri, diminished considerably. It is also, perhaps, due to the famine which has tended to draw the rice traffic towards the western side of India.

In consequence of this heavy fall in revenue, which entails a corresponding contribution from Provincial revenues, the Commissioner of the Division was called upon to submit suggestions as to the manner in which reduction of expenditure might be effected.

From the figures of revenue shown above, it appears, however, that the largest decrease has been in the port of False Point, and the only reason given is that the exportation of rice was on a smaller scale than in the previous year, owing to the famine in the Central Provinces and other parts of India, which took away a large quantity of rice to these places by railway. This is no doubt correct, but it is probable that the railway will continue to carry a large portion of the trade of the district, and under these circumstances, it is unlikely that the sea-trade of False Point will ever fully recover itself, and if expenditure is maintained at the same rate, the Local Government will be required to make annual contributions for the up-keep of the port. It has been decided that the port of Puri shall pay a contribution of Rs. 600 a year towards the salary of the Port Officer, but this will not help much towards reducing the deficit.

3. The expenditure of the ports during the year, as compared with the previous year, is shown below:—

PARTICULARS.	1898-99.	1899-1900.	Increase.	Decrease.
	Rs.	Rs.	Rs.	Rs.
Establishment	8,148	8,404	256	...
Lighthouse establishment ...	4,114	3,796	...	318
Vessels and boats „ ...	1,763	1,892	129	...
Dockyard services and supplies ...	5,292	6,522	1,230	...
Miscellaneous	3,555	2,638	...	917
Total charges ...	22,872	23,252	1,615	1,235

The expenditure, on the whole, shows a small increase of Rs 380, but on looking at the details it is observed that there was a large increase under "Dockyard services and supplies." In the port of False Point the expenditure under this head shows a reduction of Rs. 756, while Balasore shows an increase of Rs. 1,986, and the only explanation afforded is that this large increase is due to the large amount of dockyard stores indented for by the Port Officer of Chandballi. The explanation is insufficient. The Lieutenant-Governor does not understand why the Port Officer was permitted to indent so largely for stores, especially when, in the report for the previous year, it was stated that he had been directed to prepare indents on a reduced scale, and the Commissioner will report further on the matter. The circumstances of the ports are permanently affected by the competition of the railway, and rigid economy in the management is necessary. The Lieutenant-Governor was much impressed with the air of decay in Balasore, tidy and trim but deserted.

4. The following table shows the number and tonnage of vessels that entered and cleared during the year, as compared with those of the preceding year :—

Port.	Year.	Entered.		Cleared.	
		Number.	Tonnage.	Number.	Tonnage.
1	2	3	4	5	6
False Point ...	1898-99 ...	44	82,186	44	82,186
	1899-1900 ...	28	45,613	28	45,613
Balasore ...	1898-99 ...	364	91,697	356	89,803
	1899-1900 ...	272	66,560	254	62,153
Puri ...	1898-99 ...	26	36,531	26	36,531
	1899-1900 ...	11	15,909	11	15,909

This large reduction in the number of vessels visiting the port is, as stated before, chiefly due to the opening of the railway.

Three hundred and eleven vessels in all entered the ports during the year, of which 279 were steamers, and all of them were engaged in the coasting trade. Of the 32 sailing vessels, 2 were engaged in the foreign trade and 30 in the coasting trade.

5. The following figures show the value of the trade of the ports during the years 1898-99 and 1899-1900:—

	Private trade.		Government stores.		Total.	
	1898-99.	1899-1900.	1898-99.	1899-1900.	1898-99.	1899-1900.
	1	2	3	4	5	6
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Exports ...	76,17,717	36,90,616	22,471	19,90,787	76,40,188	56,81,403
Imports ...	96,84,559	63,01,867	4,12,935	89,168	1,00,97,494	63,94,035
Total ...	1,75,02,276	99,15,483	4,35,306	20,79,955	1,77,37,682	1,20,75,438

The total value of the trade shows a heavy decrease of Rs. 56,62,244 on the previous year, and this is mainly due, as already explained, to the competition by the railway.

6. The figures below give the number of passengers carried during the last two years between Calcutta and Chandballi:—

Year.	Arrivals.	Departures.	Total.
1898-99 ...	86,806	98,830	185,636
1899-1900 ...	50,155	56,219	106,374

This shows a total decrease of 79,262 passengers, due to the opening of the railway.

7. The erosion at Shortt's Island still continues, and the question will shortly have to be considered whether the lighthouse should be removed or abandoned altogether. In his last inspection report the Port Officer, Calcutta, states:—

"The erosion to the east-south-east of the lighthouse continues and is a matter of grave importance; for should the island cut away, as it did last year, the lighthouse will have to be moved. In November 1896, the high-water line in an east-south-easterly direction from the edge of the bund was 1,250 feet off, in November 1897 it was 1,100 feet, on the 23rd April

1899 it was 885 feet, and on the 10th January 1900 the high-water line was found to be only 451 feet from the bund. The last two measurements give a total erosion for the past eight months of 434 feet."

In order to ascertain whether any protective measures would be effective to stop these rapid erosions, an estimate amounting to Rs. 6,703 was sanctioned for making a stone revetment as an experimental measure and was completed shortly after the close of the year, but it has since been reported that the work has nearly all been washed away, and that a deep channel has been formed behind the place where the revetment was. It is doubtful, therefore, whether similar revetments will be of any value.

By order of the Lieutenant-Governor of Bengal,

R. B. BUCKLEY,

Secretary to the Govt. of Bengal.

WEATHER AND CROP REPORT.

For the week ending the 10th September 1900.

Burdwan.—Rainfall at Sadar 2·52, Kalna 2·38, Katwa 1·88, Raniganj 0·77. Weather hot and cloudy. Transplantation of *aman* nearly finished. More rain wanted. Fodder and water sufficient. Common rice selling as follows:—

	Srs.	ch.	
Sadar	11	0	per rupee.
Kalna	11	5½	
Katwa	13	2	
Raniganj	11	0	

Birbhum.—Rainfall at Sadar 1·46, Rampur Hât 2·82. Weather hot and cloudy More rain wanted. Transplantation over. Weeding going on. Sugarcane doing well. Price of rice at Sadar 12 seers and at Rampur Hât 13 seers per rupee. Fodder sufficient.

Bankura.—Rainfall at Bankura 2·89, Vishnupur 4·28. Weather hot and occasionally cloudy. The rainfall of the week has been beneficial to the crops. Fodder and water sufficient. No cattle-disease reported. Price of common rice 11¼ seers per rupee both at Bankura and Vishnupur.

Midnapore.—Rainfall at Sadar 1·45, Contai 1·09, Tamluk 1·65, Ghatal 1·02. Weather hot and cloudy. Transplantation and weeding going on in some places. Prospect of sugarcane good. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	12	per rupee.
Contai	14	
Tamluk	9¾	
Ghatal	12½	

Hooghly.—Rainfall at Sadar 2·25, Serampore 1·12, Arambagh 1·53. Steeping of jute begins. Common rice sells at 10 seers 14 chitaks per rupee.

Howrah.—Rainfall at Sadar 2·37, Ulubaria 0·74. Weather seasonable. Transplantation of *aman* still going on in some places in the Ulubaria subdivision. Sugarcane doing well. Harvesting of *aus* and jute still going on. Fodder and water sufficient. Price of common rice 11 seers per rupee.

24-Parganas.—Rainfall at Sadar 3·43, Barasat 5·24, Basirhat ·24, Diamond Harbour 2·47. Weather hot with occasional showers. Transplantation of *aman* still continues. Cutting of *aus* and jute and steeping of jute going on. No cattle-disease. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	13	per rupee.
Barasat	12	
Basirhat	12	
Diamond Harbour	11⅜	

Nadia.—Rainfall at Sadar 1·04, Kushtia 2·35, Meherpur 2·13, Chuadanga 1·48, Ranaghat 1·28. Weather hot and cloudy. Harvesting of *aus* and jute going on. More rain wanted for *aman*. Fodder and water sufficient. Price of common rice stationary.

Murshidabad.—Rainfall at Sadar 3·00, Jangipur 0·97, Kandi 1·40, Lalbagh 2·36. Weather seasonable. Cutting of jute and harvesting of *bhadoi* going on. Transplantation of *aman* not yet finished. Prospects generally good. Cattle-disease reported from thanas Nawada, Gowas and Nabagram. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	12½	per rupee.
Jangipur	13½	
Lalbagh	13	
Kandi	15	

Jessore.—Rainfall at Sadar 0·58, Jhenida 0·84, Magura 2·50, Narail 1·01, Bangaon 1·35. Weather gloomy, sultry. Harvesting of *aus* paddy and jute going on. More rain badly wanted for *aman*. Cattle-disease reported from Magura thana only. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	ch.	
Sadar	14	0	per rupee.
Jhenida	13	15	
Magura	13	8	
Narail	12	4	
Bangaon	13	0	

Khulna.—Rainfall at Sadar 1·14, Bagerhat 1·73, Satkhira 1·64. Weather seasonable. Transplantation of *aman* still continues. More rain wanted. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	$13\frac{3}{4}$	per rupee.
Bagerhat	$14\frac{9}{16}$	
Satkhira	12	

Rajshahi.—Rainfall at Sadar 4·13, Nator 3·87, Naogaon 3·66. Prospects of standing crops good. No cattle-disease. Fodder and water plentiful. Common rice selling at 15 seers per rupee.

Dinajpur.—Average rainfall 4·08. More rain wanted in south of district. Weather seasonable. Transplantation of *aman* still continues in places. Price of common rice 14 seers at Sadar and 13 seers at Thakurgaon.

Darjeeling.—Rainfall at Darjeeling 8·73, Kurseong 8·52, Siliguri 10·93, Kalimpong 4·36. Weather seasonable. *Hills—chota marua, bhadoi* paddy, and potatoes are being harvested; *bara marua* and *haimanti* paddy are progressing well. *Terai—Bhadoi* and jute are being harvested; *haimanti* paddy is being transplanted. Coarse rice sells as follows:—

	Srs.	
Hills	9	per rupee.
Terai	15	

Bhutta sells at Darjeeling 22 seers and at Kalimpong 28 seers per rupee.

Jalpaiguri.—Rainfall at Sadar 6·07, Alipore Duars 6·79. Weather seasonable. Transplantation of *haimanti* paddy going on. Jute and *bhadoi* paddy being harvested. Common rice sells at 14 seers per rupee. Fodder and water sufficient.

Rangpur.—Rainfall at Sadar 2·25, Kurigram 3·34, Gaibanda 2·0, Nilphamari 4·48. Weather cloudy and hot. More rain wanted. Transplantation of *aman* and the steeping of jute going on. Cattle-disease prevailing in some villages in Nilphamari. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	CH.	
Sadar	13	6	per rupee.
Kurigram	14	0	
Gaibanda	10	0	
Nilphamari	14	0	

Bogra.—Average rainfall 2·43. Steeping of jute and transplantation of *aman* continue. More rain needed. Fodder and water sufficient. Common rice sells at 14 seers per rupee.

Pabna.—Rainfall at Sadar 5·25, Sirajganj 0·53. Weather cloudy and rainy. Standing crops doing well. There was heavy rainfall last night (9th) at head-quarters. Prices stationary.

Dacca.—Rainfall at Sadar 1·26, Manikganj 1·59, Munshiganj ·53, Narainganj 1·83. Weather seasonable. Harvesting of *aus* and jute and transplantation of *aman* going on. No cattle-disease. Fodder available. Common rice $12\frac{1}{2}$ seers per rupee.

Mymensingh.—Rainfall at Sadar 6·93, Jamalpur 1·25, Kishoreganj 2·82, Netrokona 5·75, Tangail 0·40. Weather seasonable. Prospects of *aman* good. Fodder and water sufficient. Condition of cattle good. Common rice sells as follows:—

	Srs.	
Sadar	12	per rupee.
Kishoreganj	12	
Tangail	12	
Jamalpur	10	
Netrokona	$12\frac{1}{8}$	

Faridpur.—Rainfall at Sadar 1·93, Goalundo 0·31, Madaripur 1·10. Weather seasonable. *Aman* paddy not flourishing for want of flood. Jute-steeping difficult for want of water. Common rice sells at 13 seers per rupee.

Backergunge.—Rainfall at Sadar 2·91. Weather hot. Prospects of crops good. Common rice sells at 11½ seers (*aman*) and 14½ seers (*aus*) per rupee.

Tippera.—Rainfall at Sadar ·17, Brahmanbaria 1·93, Chandpur 1·82. Weather very hot. More rain wanted to improve prospects of *aman* crop. Fodder and water sufficient. Price of common rice averages 13 seers per rupee.

Noakhali.—Rainfall at Sadar 0·39, Feni 2·21. Harvesting of *aus* nearly completed. Transplantation of *aman* continues. Prospects good. Fodder and water sufficient. Price of common rice (*aus*) 15½ seers and (*aman*) 12½ seers per rupee.

Chittagong.—Rainfall at Sadar nil, Cox's Bazar ·49. Rain badly wanted. Fields are under cultivation for winter rice. Cases of cattle-disease reported from Satkania, Chakaria, and Ukhia. Water and fodder sufficient. Common rice 12 seers per rupee.

Patna.—Rainfall at Sadar 0·37, Hilsa 0·60, Barh 1·39, Dinapore 0·07, Bikram 0·15, Bihar 0·13. More rain urgently wanted for paddy. *Marua* and *makai* are being harvested. Fodder and water for cattle sufficient. Common rice in Patna sells at 13 seers per rupee.

Gaya.—Rainfall at Sadar 1·90, Jahanabad ·49, Aurangabad ·40, Nawada ·47. Transplantation of paddy continues. Harvesting of *bhadoi* going on. Common rice selling at 12¼ seers per rupee.

Shahabad.—Rainfall at Sadar 0·06, Buxar 1·95, Bhabua 1·70, Sasaram 1·19, Dehri 0·78. *Bhadoi* being harvested. More rain wanted for paddy. Fodder and water sufficient. Rice sells at Sadar 11 seers per rupee.

Saran.—Rainfall at Sadar 0·09, Siwan 0·06, Gopalganj 0·25. Weather generally cloudy and sometimes rainy. Standing crops good. Want of rain has stopped paddy transplantation in most parts; that already transplanted doing well, but more rain wanted. Common rice 12 seers 9 chitaks; *makai* 17¼ seers per rupee.

Champaran.—Rainfall at Sadar 2·45, Bettiah 3·56; much less further north. Weather seasonable. *Bhadoi* crop being harvested. Transplantation of paddy going on, but more rain wanted. Fodder and water sufficient. Prices of common rice and maize at Sadar are 10½ and 15 seers per rupee respectively.

Muzaffarpur.—Rainfall at Sadar 2·10, Sitamarhi 1·03. Prospects of *bhadoi* crops continue to be good. Paddy crop in the field doing well. More rain still wanted for the paddy crop. Prices are—Common rice 13 seers, wheat 12 seers, barley 15 seers, maize 15 seers, gram 14 seers, *arhar* 15 seers, and *marua* 19 seers per rupee.

Darbhanga.—Rainfall at Sadar 0·33, Madhubani 1·12. Transplantation of paddy is not yet over. More rain wanted, which has since fallen. *Bhadoi* crops being harvested. Fodder and water sufficient. Cattle-disease reported from thana Khajauli. Rice sells as follows:—

	Srs.	ch.	
Sadar	14	4	per rupee.
Madhubani	13	10	per rupee.

Monghyr.—Rainfall at Monghyr 1·06, Begusarai 0·67, Jamui 0·24. Weather seasonable. More rain urgently required for standing crops and for transplantation of paddy. Sowing of chillies and sweet potatoes commenced. *Makai* and *sama* are being harvested in places in the Begusarai subdivision. Common rice sells as follows:—

	Srs.	ch.	
Monghyr	11	11	per rupee.
Begusarai	12	0	per rupee.
Jamui	12	0	per rupee.

Bhagalpur.—Weather wet and hot. More rain is wanted in the north of the district. Standing crops present good prospects. Cattle-disease in some villages in Supaul and Madhipura. Prices stationary. Fodder and water ample.

Purnea.—Rainfall at Sadar 2·37, Kishanganj 6·47, Araria 2·87. Weather seasonable. Harvesting of *bhadoi* paddy and jute continues. Transplantation of *aghani* rice going on. Rain still wanting. No cattle-disease reported. Fodder and water sufficient. Common rice sells as follows:—

	Srs.	
Sadar	13	per rupee.
Kishanganj	14	per rupee.
Araria	16	per rupee.

Malda.—Rainfall at Sadar 2·67, Gajole 6·25, Shibganj 5·0. Weather hot and cloudy. Harvesting of *bhadoi* and transplanting of winter rice almost completed. Cattle-disease reported from thana Gajole. Price of rice 13¾ seers per rupee. Fodder and water sufficient.

Sonthal Parganas.—Average rainfall 2·00. Weather hot and cloudy. Standing crops good. Paddy transplanting nearly finished. More rain wanted in Deoghur and Rajmahal. Fodder sufficient. Average price of rice 12 seers 6 chitaks and of maize 23 seers 12 chitaks per rupee.

Cuttack.—Rainfall at Sadar 2·59, Jajpur 2·71, Kendrapara 1·71, Banki 0·93. Weather seasonable. *Beali* and *mandia* being harvested. *Sarad* and sugarcane growing. Condition of cattle generally good. Common rice sells as follows :—

	Srs.	ch.	
Cuttack	13	12	per rupee.
Jajpur	15	12	
Kendrapara	17	1	
Banki	11	14	

Balasore.—Rainfall at Sadar 5·06. Transplantation, weeding, and reploughing of *sarad* continue. Cutting of jute and *asu* rice in progress. Cotton flowering. Sugarcane thriving well. Rice sells at 15⅚, 13½ and 16 seers per rupee in interior, Balasore, and Bhadrak, respectively. Crops on low lands reported to suffer from flood-water. Cattle-disease reported from Balasore Circle. Fodder and water sufficient.

Puri.—Rainfall at Sadar 4·32, Khurda 3·20. Weeding and transplanting of *sarad* paddy continue. *Beali* and *mandia* ripening. Condition of sugarcane, cotton, *arhar*, and other miscellaneous crops good. Fodder and water sufficient. Price of common rice stationary.

Angul.—Rainfall at Angul 1·80, Chhindipada (up to 1st) 2·08, Bissipara (up to 3rd) 3·60. Weather seasonable. Weeding and transplanting of winter paddy, sowing of *birhi* and *maghitil*, and harvesting of millets and early paddy in progress. Condition of crops good. Common rice selling from 8 to 12½ seers per rupee. Number of persons daily on relief :—

	Men.	Women.	Children.
Angul	278	41	9
Khondmals	105	17	50

Hazaribagh.—Weather seasonable. Rainfall at Sadar 2·74, Giridi 2·50. *Bhadoi* being harvested. Fodder and water sufficient. Common rice sells at Sadar 12¼ seers and at Giridi 12 seers per rupee.

Ranchi.—Rainfall 2·70. Weather seasonable. Harvesting of *gora* paddy continues. Average price of common rice is 9½ seers per rupee. No cattle-disease reported. Fodder and water sufficient. Numbers on relief on Thursday, 6th September 1900 :—

	Men.	Women.	Children.	Total.
Relief-works ...	2,658	1,373	1,162	5,193
Test-works ...	10	2	Nil	12
Kitchens ...	332	663	5,065	6,060
Dry doles ...	122	190	159	471

Palamau.—Rainfall 1·82. Weather hot and cloudy. Paddy transplantation finished. *Til* and *kurthi* still being sown. *Makai*, *barai*, and *gora* paddy being harvested in places. Prices at Sadar are—Rice 9½ seers, *makai* 19 seers, barley 11¼ seers, gram and wheat 10 seers, and *mahua* 14 seers per rupee. All relief and test-works closed on 31st August.

	Men.	Women.	Children.	Total.
Kitchens ...	157	359	702	1,218
Relieved by Charitable Fund ...	66	144	343	553

Manbhum.—Rainfall at Sadar 0·66, Gobindpur 2·15. Ordinary monsoon weather. Harvesting of *bhadoi* crops in progress. Winter rice is doing well except in the south-east of the district, where rain is urgently needed. Cattle-disease reported from thanas Gourangdi, Manbazar, Topchanchi, and Tundi. Average price of common rice at Sadar 10¾ seers and at Gobindpur 10 seers per rupee. Supply sufficient. Enquiry regarding Palma, Baghda, and Manbagur not yet complete.

Singhbhum.—Rain 0·73. Prospects of all standing crops good. Average price of rice is 11 seers 4 chitaks in the district : at Chaibasa 13 seers.

General Summary.—There was general and for the most part moderate rain during the week. In Bihar and parts of Western, Central, and Eastern Bengal more rain is still needed to complete transplantation of winter rice. The harvesting of the autumn crops is in progress. Reports of the sugarcane crop continue very favourable. In Balasore the crops on low lands are reported to be suffering from floods. Fodder is everywhere sufficient. Cattle-disease continues in some districts. The price of rice shows a fall in 16 districts and a rise in 13. In the Chota Nagpur districts prices are falling.

Numbers on relief on Thursday, the 6th September, 1900, as compared with the figures for the 30th August—

			6th September.	30th August.
Ranchi—				
Relief-works	...	...	5,193	13,039
Test-works	...	...	12	1,328
Kitchens	...	...	6,060	6,870
Dry doles	...	...	471	826
	Total	...	11,736	22,063
Palamau—				
Relief-works	...	...	...	41
Test-works	...	...	...	761
Kitchens	...	...	1,218	1,540
Charitable Fund	...	...	553	563
	Total	...	1,771	2,905

In Palamau all relief and test-works closed on 31st August.

By order of the Lieutenant-Governor of Bengal,

F. A. SLACKE,

Secretary to the Govt. of Bengal.

REVENUE DEPARTMENT,
The 11th September, 1900.

STOCKS OF RICE IN AND AROUND CALCUTTA.

No. 860 Statistics.—The following is published for general information.

F. A. SLACKE,
Secy. to the Govt. of Bengal.

Statement showing the Stocks of Rice in and around Calcutta during September 1900.

NAMES OF MARTS.	STOCK IN HAND AS COMPILED ON—												
	1st week of Sept. 1899.	1st week of Oct. 1899.	1st week of Nov. 1899.	1st week of Dec. 1899.	1st week of Jan. 1900.	1st week of Feb. 1900.	1st week of March 1900.	1st week of April 1900.	1st week of May 1900.	1st week of June 1900.	1st week of July 1900.	1st week of Aug. 1900.	1st week of Sept. 1900.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Baliaghata	2,29,000	3,83,000	3,59,000	1,86,500	2,10,000	3,11,000	4,18,000	9,56,500	9,25,000	8,38,000	7,72,000	5,90,000	5,48,000
Ultadanga	46,000	59,700	36,500	26,000	32,700	45,500	61,200	93,500	91,500	88,000	89,200	82,400	66,500
Chitpur, Golabaree, Kumartooly, Hatkhola, and Culpi Ghat.	2,63,600	2,37,700	2,34,500	1,87,200	2,04,300	2,73,500	2,79,900	3,10,500	2,94,000	2,69,500	2,65,500	2,67,500	2,57,500
Pathuriaghatta, Posta, and Jorabagan.	3,000	4,500	2,900	4,700	4,300	6,300	8,100	5,900	5,400	4,000	3,800	3,300	3,400
Tallygunge, Chetla, Kidderpore, and Munshiganj.	1,62,000	1,50,800	1,47,500	1,16,600	1,42,100	2,00,000	2,60,500	2,62,500	2,14,700	1,89,000	1,72,500	1,70,600	1,64,200
Minor bazars (1)	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000
Other retail shops (1)	2,50,000	2,50,000	2,50,000	2,50,000	2,50,000	2,50,000	2,50,000	2,50,000	2,50,000	2,50,000	2,50,000	2,50,000	2,50,000
Ramkristopur*	1,26,500	1,11,500	1,07,000	1,36,200	1,18,000	1,56,500	1,62,200	2,72,000	2,40,000	2,07,500	1,80,000	1,38,500	1,22,000
Baidyabati, Nawabganj, Bhadreswar, and Chandernagore.†	2,534	2,152	11,469	11,075	2,037	4,994	5,000	4,575	1,275	1,150	1,531	1,109	4,485
Total ...	13,22,634	14,39,352	13,88,869	11,52,275	12,02,437	14,87,794	16,84,900	23,94,975	22,70,875	20,87,150	19,94,331	17,53,469	16,56,025
On Railway premises on both sides of the river.‡	4,325 (on 3rd Sept. 1899.)	3,875 (on 3rd Oct. 1899.)	16,645 (on 3rd Nov. 1899.)	40,201 (on 3rd Dec. 1899.)	27,937 (on 3rd Jan. 1900.)	74,018 (on 3rd Feb. 1900.)	56,947 (on 3rd March 1900.)	37,226 (on 3rd April 1900.)	14,093 (on 3rd May 1900.)	19,465 (on 3rd June 1900.)	29,187 (on 3rd July 1900.)	5,795 (on 3rd August 1900.)	6,039 (on 3rd Sept. 1900.)
On boats not yet unloaded—													
By Port Commissioners' returns.	27,333 (1st to 3rd Sept. 1899.)	51,554 (1st to 3rd Oct. 1899.)	39,990 (1st to 3rd Nov. 1899.)	34,697 (1st to 3rd Dec. 1899.)	51,539 (1st to 3rd Jan. 1900.)	54,305 (1st to 3rd Feb. 1900.)	53,233 (1st to 3rd March 1900.)	40,923 (1st to 3rd April 1900.)	23,420 (1st to 3rd May 1900.)	7,415 (1st to 3rd June 1900.)	32,667 (2nd to 4th July 1900.)	28,913 (1st to 3rd August 1900.)	25,001 (1st to 3rd Sept. 1900.)
By Canal returns	30,775 (1st to 3rd Sept. 1899.)	81,114 (1st to 3rd Oct. 1899.)	66,276 (1st to 3rd Nov 1899.)	26,700 (1st to 3rd Dec. 1899.)	81,414 (1st to 3rd Jan. 1900.)	1,33,549 (1st to 3rd Feb. 1900.)	1,62,637 (1st to 3rd March 1900.)	75,856 (1st to 3rd April 1900.)	48,083 (1st to 3rd May 1900.)	32,140 (1st to 3rd June 1900.)	38,807 (2nd to 4th July 1900.)	73,466 (1st to 3rd August 1900.)	48,650 (1st to 3rd Sept. 1900.)
Grand total of Stocks ...	13,85,067	15,75,875	15,11,780	12,53,873	13,64,377	17,49,666	19,57,717	25,38,980	23,76,470	21,46,170	20,95,192	18,60,583	17,35,715

* This mart is in the Howrah district, and the figures have been obtained by local enquiry.
† Figures furnished by the Collector of Hooghly.
‡ Ditto by the Railway authorities.
(1) Estimated as a constant quantity.

STATISTICAL DEPARTMENT,
The 11th September 1900.

F. A. SLACKE,
Secy. to the Govt. of Bengal.

Abstract of the Results of Meteorological Observations taken at the Alipore Observatory in the month of August 1900.

	Inches.	Date.	Hour.
The mean pressure of the month	29·558		
The average pressure of August from 24 years' registers ...	29·598		
The highest pressure in the month	29·701	30th	10
The lowest pressure in the month	29·343	17th	17
The range of pressure	0·358		
	Hours.		
The total number of hours of bright sunshine during the month	105·5		
The maximum possible number of hours of sunshine ..	398·4		
	°		
The mean temperature of the month	83·7		
The average temperature of August from 24 years' registers ...	83·1		
The highest temperature in the month	93·9	25th	
The lowest temperature in the month	76·4	5th	
The range of temperature during the month	17·5		
The mean daily range of temperature	10·3		
The greatest range of temperature in one day	13·5	25th	
	Per cent.		
The mean humidity of the month	88		
The average humidity of August from 24 years' registers ...	86		
	Inches.		
The mean vapour tension of the month	1·014		
The average vapour tension of August from 9 years' registers ...	1·002		
The mean cloud proportion of the month	8·74		
The average cloud proportion of August from 23 years' registers	7·97		
	Ins.		
The total rainfall of the month	16·03		
The total rainfall indicated by a Beckley's self-registering rain-gauge (mouth of the gauge about 52 feet above the ground)	15·54		
The average fall of August from 48 years' registers ...	13·94		
The greatest fall in 24 hours	2·27	30th	
	Days.		
The number of rainy days in the month	27		
The average number of rainy days in August from 24 years' registers	25		
The mean maximum equilibrium temperature of solar radiation during the month	° 141·9		
The mean difference of sun and air temperatures	52·8		
The greatest sun temperature	159·8	29th	
The greatest excess of sun over air temperature	66·9	29th	
The mean temperature of the nocturnal radiation thermometer on woollen cloth	77·5		
The mean depression of the nocturnal radiation thermometer below the minimum air temperature at 4 feet above the ground	1·5		
The greatest depression of the nocturnal radiation thermometer below the minimum air temperature	2·8	29th	
	Miles.		
The mean movement of the wind per day	123·5		
The greatest movement of the wind in one day	356·0	18th	
The greatest movement of the wind in one hour	23·0	18th	2 to 3 P. M.

The number of hours with winds from each of the 8 points—
N. 30, N.E. 55, E. 137, S.E. 136, S. 131, S.W. 97, W. 79, N.W. 36, Calm 43.

The results of observations at the Alipore Observatory are not rigorously comparable with the registers of past years (at the Park Street Observatory). The barometer is about 3 feet higher at Alipore, and, other things being equal, reads therefore ·003 lower. The diurnal range of temperature is also greater at Alipore, and the mean temperature apparently about 0·6° higher; and finally, the thermometer which furnished the record of temperature at the Surveyor-General's Office during 20 years and upwards is found to read 0·6 higher than the Kew Standard thermometer, which is the standard of reference at the present Observatory.

G. W. KÜCHLER,

For *Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories.*

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore (Calcutta), the 10th September 1900.

Meteorological Report of the Province of

Meteorological Division.	Division.	District.	Representative stations.	Air Pressure. Highest, 8 A.M., barometer reading.	Air Pressure. Lowest 8 A.M., barometer reading.	Air Pressure. Mean, 8 A.M., reduced to 32°.	Air Pressure. Mean reduced to sea-level, and constant gravity, Lat. 45°.	Air Pressure. Variation from normal mean.	Wind. Mean direction at 8 A.M.	Wind. Mean velocity in miles daily.	Temperature. Highest of month.	Temperature. Lowest of month.	Temperature. Mean daily maximum temperature.	Temperature. Mean daily minimum temperature.	Temperature. Mean daily temperature.	Temperature. Variation from normal mean.
				STATION OBSERVATIONS.												
South-West Bengal.	Burdwan	Burdwan	Burdwan	29·624	29·396	29·511	29·557	—·043	N89°E	90	94·4	77·8	90·2	70·7	85·0	+0·9
			Ranigunj	29·380	29·147	29·265	29·546	—	S66°E	57	94·7	75·9	90·3	78·5	84·4	+1·0
		Birbhum	.....													
		Bankura	Bankura	29·401	29·149	29·273	29·520	—	S81°E	99	95·6	77·1	89·7	78·6	84·4	+1·0
		Midnapore	Midnapore	29·566	29·252	29·447	29·542	—·060	N79°E	96	92·3	76·6	89·6	78·7	84·2	+0·9
		Hooghly	.....													
		Howrah	.....													
	Presidency	24-Parganas	Saugor Island	29·683	29·193	29·564	29·533	—·065	S72°W	367	92·9	78·1	87·8	80·6	84·2	+0·8
		Calcutta	Calcutta	29·702	29·382	29·589	29·555	—·040	S56°E	125	94·1	76·2	89·0	78·9	84·0	+1·4
		Nadia	Krishnagar	29·679	29·461	29·575	29·569	—	S51°E	125	95·3	76·7	90·5	79·0	84·8	+1·3
		Murshidabad	Berhampore	29·653	29·461	29·556	29·571	—·033	S66°E	75	94·3	77·3	90·0	79·6	84·8	+1·3
		Jessore	Jessore	29·693	29·459	29·593	29·573	—·038	S39°E	63	94·0	76·7	89·5	79·4	84·5	+0·8
		Khulna	.....													
North Bengal.	Rajshahi	Rajshahi	Rampur Boalia	29·627	29·407	29·526	29·545	—·057	S56°E	90	93·6	77·6	89·5	79·8	84·7	+1·8
		Dinajpur	Dinajpur	29·606	29·413	29·506	29·582	—·034	N89°E	146	96·3	?	90·9	?	?	?
		Jalpaiguri	Jalpaiguri	29·483	29·304	29·388	29·628	—·004	N65°E	26	95·9	76·1	91·3	78·5	84·9	+3·0
		Darjeeling	Darjeeling	23·001	22·877	22·967	—	—·006	N65°E	72	72·2	56·6	67·3	57·0	62·7	+1·3
		Cooch Behar	Cooch Behar	29·513	29·421	29·513	29·623	—	S83°E	45	97·4	77·1	91·7	79·4	85·6	—
		Rangpur	Rangpur	29·635	29·430	29·530	29·606	—·016	S79°E	?	97·7	?	90·9	?	?	?
		Bogra	Bogra	29·672	29·475	29·576	29·589	—	?	?	95·2	76·2	90·4	79·7	85·6	+2·1
		Pabna	Sirajganj	29·688	29·456	29·582	29·580	—·041	S77°E	55	93·8	75·7	89·2	80·0	84·7	+1·9
East Bengal.	Dacca	Dacca	Narayanganj	29·723	29·495	29·620	29·594	—·034	S54°E	225	94·1	77·2	89·2	79·9	84·6	+1·3
		Mymensingh	Mymensingh	29·697	29·465	29·597	29·607	—·029	S60°E	36	94·7	77·5	89·4	79·6	84·5	+2·1
		Faridpur	Faridpur	29·706	29·481	29·601	29·595	—·040	S29°E	83	95·3	74·9	89·6	79·3	84·4	+1·9
		Backergunge	Barisal	29·734	29·485	29·630	29·588	—·030	S37°E	93	93·3	76·1	88·4	79·2	83·8	+1·7
	Chittagong	Tippera	Comilla	29·730	29·521	29·631	29·613	—	S47°E	178	96·3	75·8	90·4	77·9	84·2	+2·4
		Noakhali	Noakhali	29·721	29·466	29·615	29·605	—	S58°E	143	91·2	74·8	87·5	76·6	82·1	+0·9
		Chittagong	Chittagong	29·674	29·440	29·579	29·613	—·060	S47°E	184	92·0	76·1	87·7	77·3	82·5	+1·9
		Chittagong Hill Tracts	.....													
Bihar.	Patna	Patna	Bankipore	29·540	29·324	29·427	29·561	—·026	N82°E	172	95·0	76·2	90·0	79·7	84·9	+0·5
		Gaya	Gaya	29·338	29·097	29·221	29·549	—·033	S76°E	167	97·2	76·8	91·8	78·4	85·1	+0·8
		Shahabad	Dehri	29·351	29·110	29·234	29·538	—·035	S34°E	215	95·3	74·0	90·4	79·2	84·8	+1·6
			Buxar	29·454	29·223	29·352	29·545	—·033	S75°E	120	95·0	77·1	90·3	79·2	84·8	+1·3
			Arrah	29·502	29·282	29·402	29·542	—	S45°E	69	95·5	77·5	90·5	80·2	85·3	+1·2
		Saran	Chapra	29·524	29·313	29·425	29·559	—	S69°E	109	96·3	75·1	91·0	79·8	85·4	+1·5
		Champaran	Motihari	29·504	29·305	29·398	29·578	—	N84°E	138	96·0	73·8	90·6	78·9	84·8	+1·2
		Muzaffarpur	Muzaffarpur	29·558	29·558	29·444	29·574	—	S83°E	99	95·7	76·2	90·3	79·8	85·1	—
		Darbhanga	Darbhanga	29·560	29·356	29·456	29·574	—·026	S69°E	86	95·8	77·5	90·0	80·7	85·4	+1·6
	Bhagalpur	Monghyr	.....													
		Bhagalpur	Bhagalpur	29·586	29·361	29·459	29·571	—·010	S73°E	109	100·3?	75·6	90·7	79·3	85·0	+1·4
		Purnea	Purnea	29·616	29·436	29·517	29·595	—·006	N29°E	102	94·2	77·2	90·8	80·0	85·4	+1·9
		Malda	Malda	?	?	?	?	—	S75°E	97	95·6	78·0	90·5	80·2	85·4	+0·9
		Sonthal Parganas	Naya Dumka	29·223	29·033	29·122	29·566	—·023	S63°E	67	92·5	74·8	88·5	77·4	83·0	+0·6
Orissa.	Orissa	Cuttack	Cuttack	29·655	29·332	29·529	29·551	—·050	S68°W	70	93·4	76·2	88·8	78·6	83·7	—0·1
			False Point	29·715	29·316	29·585	29·548	—·054	S82°W	245	92·0	75·1	86·9	78·9	82·9	+0·3
		Balasore	Balasore	29·687	29·263	29·554	29·546	—·037	S30°W	97	92·4	75·7	88·0	78·7	83·4	+0·8
			Shortt's Island													
		Puri	Puri	29·720	29·436	29·596	29·558	—	S66°W	292	93·7	76·6	87·3	79·9	83·6	—
			Gopalpur	29·732	29·465	29·603	29·564	—	S50°W	351	91·3	76·1	87·8	78·5	83·1	—
Chota Nagpur.	Chota Nagpur	Hazaribagh	Hazaribagh	27·726	27·411	27·614	29·559	—·035	S16°E	214	87·7	71·8	84·2	73·6	79·0	+0·7
		Ranchi	Ranchi	27·613	27·228	27·488	29·549	—·039	S48°W	236	87·7	70·9	83·2	73·0	78·1	+0·7
		Palamau	Daltonganj	28·974	28·660	28·844	29·526	—	S79°E	138	93·1	74·0	90·2	76·0	83·1	—
		Manbhum	Purulia	28·915	28·681	28·789	29·547	—	N72°E	52	94·0	75·9	89·1	77·9	83·6	—
		Singhbhum	Chaibassa	28·949	28·591	28·826	29·531	—	S76°W	37	92·6	74·5	87·6	77·0	82·4	—0·7
Assam.	.....	Sibsagar	Sibsagar	29·450	29·282	29·362	29·650	—·022	N14°W	136	96·7	75·0	90·3	78·3	84·3	+0·7
		Goalpara	Dhubri	29·640	29·456	29·541	29·609	—·027	N87°E	113	93·2	76·8	88·2	80·2	84·2	+1·7
		Cachar	Silchar	29·691	29·464	29·587	29·643	—·029	Calm	34	100·6	73·3	94·0	78·1	86·0	+3·1

Bengal for the month of August 1900.

Humidity.		Cloud.			District observations.										
					Rainfall—										
					Of month.					Since 16th May 1900.					
Mean, 8 A.M.	Variation from normal mean.	Mean cloud amount, 8 A.M.	Variation from normal mean, 8 A.M.	Rainfall.	Mean of district.	Normal mean.	Variation from mean.	Number of rainy days.	Normal mean number of rainy days.	Mean of district.	Normal mean.	Variation.	Mean number of rainy days.	Normal mean number of rainy days.	District.
88	+1	8·4	−0·2	8·79	10·67	11·65	−0·98	15·20	15·04	29·10	35·80	−6·70	40·30	45·59	Burdwan.
90	—	6·9	—	9·71											
					8·94	12·09	−3·15	15·25	15·76	28·07	38·27	−10·20	41·00	47·81	Birbhum.
85	—	7·3	—	10·72	8·96	12·42	−3·46	13·39	14·57	23·10	38·68	−15·58	35·40	45·72	Bankura.
87	—	5·6	—	12·75	13·39	13·18	+0·21	17·00	15·03	34·45	38·51	−4·06	43·66	44·78	Midnapore.
					13·97	12·46	+1·51	16·00	16·52	31·91	36·97	−5·06	43·00	48·64	Hooghly.
					15·10	12·29	+2·81	20·00	16·98	31·81	37·21	−5·40	50·00	50·43	Howrah.
90	−1	8·2	−0·1	15·74	17·21	13·21	+4·00	18·71	16·35	43·01	39·29	+3·72	48·43	49·48	24-Parganas.
90	+1	8·6	−0·2	16·28	16·28	12·95	+3·33	25·00	18·12	36·87	39·17	−2·30	58·00	52·61	Calcutta.
88	—	7·1	—	9·70	7·87	11·29	−3·42	14·40	15·02	28·60	35·12	−6·52	44·60	47·65	Nadia.
89	+1	8·2	−1·0	9·62	7·26	10·11	−2·85	14·44	14·34	31·18	34·20	−3·02	45·07	46·07	Murshidabad
91	+1	8·8	−0·4	9·60	9·52	10·75	−1·23	17·90	15·27	36·78	36·11	+0·67	52·00	49·34	Jessore.
					10·19	11·78	−1·59	20·67	16·77	42·94	40·51	+2·43	59·00	54·89	Khulna.
87	—	7·9	—	9·93	7·53	10·45	−2·92	13·50	15·09	34·14	36·08	−1·94	46·34	46·34	Rajshahi.
88	—	8·4	—	14·88	8·78	11·61	−2·83	13·50	15·63	51·41	42·73	+8·68	51·00	48·69	Dinajpur.
94	—	3·2	—	13·03	9·73	23·49	−13·76	12·75	17·71	62·78	85·00	−22·22	55·75	60·97	Jalpaiguri.
95	+2	(a) 8·0	−0·9	18·18	18·95	27·98	−9·03	19·50	22·44	82·77	97·96	−15·19	71·75	74·59	Darjeeling.
87	—	6·8	—	5·58	4·91	22·37	−17·46	9·25	17·58	61·65	84·60	−22·95	54·75	62·79	Cooch Behar.
87	—	5·9	—	5·12	5·11	12·05	−6·94	8·60	13·29	58·00	53·75	+4·25	50·20	48·83	Rangpur.
88	—	5·5	—	8·39	6·12	11·53	−5·41	12·50	15·16	47·32	41·51	+5·81	45·50	49·55	Bogra.
90	—	8·4	—	4·29	5·22	11·17	−5·95	13·50	15·25	36·57	37·63	−1·06	44·50	49·16	Pabna.
89	−2	7·9	−0·3	12·00	9·49	12·64	−3·15	15·80	17·66	38·46	44·03	−5·57	54·00	56·02	Dacca.
88	—	7·1	—	8·19		14·88			16·61		55·76			55·06	Mymensingh.
90	—	6·6	—	11·50	10·05	11·51	−1·46	15·67	15·95	34·24	40·10	−5·86	50·00	51·83	Faridpur.
89	—	6·9	—	15·83	15·15	15·28	−0·13	21·50	19·48	56·70	54·55	+2·15	62·67	61·21	Backergunge.
84	—	7·5	—	9·50		12·85			15·35		45·19			50·85	Tippera.
90	—	7·1	—	21·75	19·49	24·60	−5·11	19·25	21·05	81·85	76·59	+5·26	64·80	64·69	Noakhali.
87	−3	7·8	−0·1	9·28	12·85	21·18	−8·33	18·60	19·82	66·83	78·96	−12·13	61·40	64·70	Chittagong.
					11·54	18·03	−6·49	17·00	21·85	46·12	60·09	−13·97	66·00	60·70	Chittagong Hill Tracts.
88	+3	7·7	−0·5	10·82	7·46	11·27	−3·81	10·67	13·29	26·71	31·83	−5·12	27·83	36·79	Patna.
86	+4	6·9	−1·1	8·04	7·15	11·84	−4·69	13·13	13·77	21·94	30·60	−8·66	31·28	36·00	Gaya.
84	—	7·0	—	9·40											
84	—	7·0	—	5·55	8·85	12·26	−3·41	13·00	13·32	22·01	29·99	−7·98	29·67	35·38	Shahabad.
87	—	5·2	—	8·29											
86	—	7·2	—	6·55	5·59	10·89	−5·30	9·67	12·76	22·98	30·97	−7·99	31·68	36·11	Saran.
93	—	3·2	—	6·74	7·48	13·22	−5·74	11·25	13·57	26·56	38·78	−12·22	37·75	39·25	Champaran.
89	—	4·2	—	3·62		11·26			12·71		32·52			35·17	Muzaffarpur.
87	+1	6·3	+0·4	3·89	5·49	12·91	−7·42	11·20	14·11	29·06	34·25	−5·19	34·20	38·10	Darbhanga.
					9·86	11·88	−2·02	13·25	12·72	35·64	33·78	+1·86	36·25	35·76	Monghyr.
86	—	8·2*	—	13·00	8·53	11·68	−3·15	12·50	14·13	43·70	35·62	+8·08	42·33	41·64	Bhagalpur.
90	+2	7·3	−0·2	5·68	7·07	15·78	−8·71	9·80	16·53	55·18	50·34	+4·84	46·80	49·79	Purnea.
88	—	6·7	—	8·28	7·40	11·18	−3·78	12·50	14·94	39·51	37·44	+2·07	46·00	46·26	Malda.
87	—	8·7	—	10·73	8·40	11·39	−2·99	15·33	15·11	33·23	35·66	−2·43	46·62	46·14	Sonthal Parganas.
85	+3	7·9	+0·5	21·70	21·33	12·34	+8·99	19·88	15·14	41·97	37·35	+4·62	44·53	42·75	Cuttack.
88	0	8·8	+0·8	22·60											
86	—	6·5	—	19·75	20·17	11·50	+8·67	17·00	15·07	45·19	35·86	+9·33	43·86	43·86	Balasore.
															Shortt's Island.
85	—	7·1	—	23·49	20·97	12·08	+8·89	17·80	15·13	36·91	33·84	+3·07	36·20	39·85	Puri.
88	—	4·4	—	10·17											
86	0	9·8	+0·4	15·72	11·98	13·45	−1·47	14·67	16·38	29·30	57·03	−27·73	36·84	45·08	Hazaribagh.
91	—	8·7	—	15·40		13·67			16·16		37·01			46·07	Ranchi.
87	—	4·7	—	11·81	13·69	14·05	−0·36	17·00	15·14	29·44	35·60	−6·16	38·00	40·67	Palamau.
84	—	5·0*	—	11·21	11·87	13·25	−1·38	14·83	16·30	27·33	37·69	−10·36	37·50	46·13	Manbhum.
87	—	4·9	—	16·54	16·58	12·41	+4·17	19·25	15·69	36·06	37·57	−1·51	45·75	45·90	Singhbhum.
92	0	8·2	−0·8	11·32											Sibsagar.
87	−6	7·2	−0·2	3·57											Goalpara.
88	−3	7·8	−0·6	12·21											Cachar.

* Mean for 30 days. | (a) Mean for 21 days.

Table of Rainfall recorded at stations

Meteorological Division.	Division.	District.	Station.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
South-West Bengal.	Burdwan.	Burdwan ...	Kalna ..	0·89	0·45	2·56	0·20	1·26	1·35	0·14	0·04	0·12	0·50	0·05	0·32	0·28	0·21	0·89	...	...	...	0·30	0·63
			Burdwan ...	0·55	0·12	1·38	0·06	1·13	0·04	0·03	...	0·06	0·06	0·34	0·03	0·86	0·77	0·31	0·06	0·37	...	0·52	0·13
			Katwa ...	...	0·11	3·05	...	2·77	0·12	..	...	...	0·11	...	0·52	0·63	...	0·25	0·71	0·41	0·03	0·23	...
			Raniganj ..	0·16	0·25	0·13	...	0·26	0·12	0·01	0·06	...	1·75	0·15	0·26	0·33	0·04	...	...	...	0·70	2·15	1·17
			Mankur ...	0·28	0·25	1·15	...	1·42	...	...	...	0·11	1·55	0·72	...	...	1·43	...	...	0·78	...	0·37	0·61
		Birbhum ...	Suri ...	0·37	0·29	0·81	0·08	0·69	0·67	0·05	0·08	0·04	0·80	...	0·03	0·75	0·04	...	...	0·41	0·13	0·45	1·45
			Hetampur ...	0·25	0·23	0·93	0·04	0·31	0·25	...	0·08	...	1·26	0·39	0·01	0·79	0·12	...	...	0·35	0·65	0·51	0·84
			Rampur Hât	0·20	1·03	2·42	0·30	0·05	0·09	...	0·33	...	1·06	0·06	0·67	0·31	0·08	0·20	...	0·04	...	0·46	0·10
			Bolpur ..	0·12	0·05	1·38	0·08	0·05	0·09	0·27	0·03	...	0·22	0·35	0·23	0·85	...	...	0·02	0·13	0·12	0·24	0·30
			Murari ...	0·03	0·12	0·04	0·15	0·02	0·43	0·12	0·05	0·04	0·21	0·03	0·14	0·03	...	1·12	0·04	2·34	...	0·14	0·03
			Labpur ...	0·07	0·18	0·40	0·20	0·35	...	0·22	0·15	0·31	...	0·14	0·30	1·17	...	...	0·09	0·38	...	0·27	0·25
		Bankura ...	Bankura ..	0·43	0·04	0·05	...	0·11	0·19	0·02	1·17	...	0·61	0·29	0·86	0·21	0·03	...	...	...	0·55	3·12	0·77
			Vishnupur ...	0·35	0·39	0·52	0·20	0·07	0·34	0·05	0·34	0·31	0·24	0·15	0·42	0·74	0·01	...	0·01	...	0·07	2·75	1·29
			Maliara ..	0·18	...	...	0·10	...	0·67	...	...	...	1·39	0·65	...	0·17	0·30	...	...	...	1·02	1·75	0·54
			Khatra ...	0·50	0·20	..	...	0·06	0·12	0·14	0·10	...	0·02	0·20	0·13	0·56	...	...	...	...	1·60	2·30	0·08
			Indas ...	0·52	0·04	0·76	0·04	1·40	0·06	...	...	...	...	0·17	...	0·61	...	...	...	0·41	0·14	1·49	0·12
			Kotalpur ...	0·50	...	0·45	...	...	...	0·10	...	...	...	0·30	...	...	...	...	...	1·00	0·50	2·25	...
			Onda ...	0·10	0·69	...	...	...	...	0·80	...	...	...	...	2·05	...	...	...	...	0·85	...	2·80	...
			Gangajalghati	...	0·39	...	0·28	...	0·31	0·15	...	0·03	...	0·28	0·36	0·15	...	...	...	...	0·86	2·41	2·97
			Raipur ...	0·58	...	...	0·29	...	0·29	0·70	...	0·32	0·20	0·63	0·25	0·40	...	...	...	...	1·25	1·85	...
		Midnapore ...	Sonamukhi ...	0·42	0·03	0·04	...	0·90	0·10	0·66	0·14	...	0·73	0·19	...	0·27	...	0·08	...	0·08	0·19	2·15	1·04
			Contai ...	0·41	0·26	...	...	0·85	0·77	0·63	0·46	0·10	0·02	0·72	0·67	0·41	...	...	...	0·19	0·82	6·25	0·91
			Tamluk ...	1·36	0·42	...	0·26	0·75	0·44	0·10	...	0·17	...	0·43	...	0·46	...	...	...	0·47	0·49	3·75	...
			Midnapore ...	0·92	0·05	0·04	0·13	0·45	0·58	0·11	0·05	1·00	0·06	0·14	0·08	0·21	...	...	...	0·69	1·05	5·16	0·90
			Ghatal ...	1·29	0·13	0·78	0·12	0·14	0·05	...	0·04	0·33	0·05	0·66	0·06	0·53	0·03	...	...	1·41	0·41	2·76	0·07
			Kukrahaty ...	1·36	0·21	0·93		0·05	0·31	...	...	0·37	...	0·58	0·12	0·32	0·41	...	...	0·2	0·26	2·90	...
			Garhbeta ...	1·19	0·15	0·70	0·24	0·31	0·25	...	0·87	...	0·20	0·10	0·30	0·80	...	...	...	0·35	1·05	2·19	1·34
			Panskura ...	0·99	0·03	...	0·06	3·04	0·01	...	0·17	0·39	...	0·29	0·33	0·25	...	...	...	0·30	0·71	6·05	0·28
			Dantan ...	0·74	...	...	...	1·02	0·84	...	0·07	0·09	0·07	0·59	0·78	0·43	0·02	...	...	0·66	1·39	2·19	0·02
		Hooghly ...	Serampore ...	...	0·26	4·04	0·04	5·16	2·19	0·22	0·54	...	1·42	0·72	0·31	0·14	0·02	...	...	1·24	0·43	...	0·45
			Hooghly	0·95	0·12	2·51	0·04	2·40	...	0·34	2·70	0·02	...	0·62	0·21	0·49	0·22	...	0·35	1·89	...	0·12	0·22
			Arambagh (Jahanabad).	0·29	...	0·74	...	0·62	0·46	0·04	...	0·09	0·23	0·22	0·04	0·39	...	...	...	0·55	0·02	1·29	0·04
		Howrah ...	Howrah ...	0·78	0·13	2·51	...	0·51	0·62	0·28	0·18	0·07	0·75	0·38	0·22	0·33	0·09	0·82	...	2·33	0·32	0·49	0·17
			Mohesreka ...	1·10	0·23	0·07	0·15	0·08	...	...	0·14	...	...	1·85	0·09	1·00	...	0·05	...	0·52	0·20	1·30	0·22
			Ulubaria ...	1·29	0·10	0·22	0·12	0·25	0·30	...	0·08	0·07	0·05	0·80	0·36	0·90	0·29	0·03	0·30	0·55	0·10	0·74	0·05
	Presidency.	24-Parganas ...	Saugor Island	1·43	0·14	...	...	0·74	0·42	0·39	0·28	0·18	0·01	0·89	0·40	0·22	0·07	...	0·04	0·45	0·32	5·19	...
			Diamond Harbour.	1·36	0·17	...	0·56	...	1·06	0·12	...	0·14	...	0·67	...	1·00	...	0·04	...	...	0·70	1·20	1·00
			Budge-Budge	0·72	1·10	0·24	0·50	0·56	1·72	0·30	0·10	...	...	1·06	0·20	0·24	0·23	...	...	0·58	1·25	0·30	0·29
			Canning Town	0·83	0·28	0·83	0·83	1·75	0·03	...	...	0·06	...	0·32	0·07	0·02	0·24	...	...	4·09	0·21	0·43	0·11
			Alipore (Obsy.)	0·82	0·16	1·48	0·09	1·57	0·69	0·35	0·02	0·27	0·19	0·41	0·30	0·17	0·24	0·44	...	1·28	0·30	0·61	0·18
			Barrackpore...	1·04	0·28	3·51	0·15	3·82	1·41	...	0·21	1·11	...	0·42	0·55	0·23	...	0·11	0·10	0·72	1·04	0·31	0·24
			Dum-Dum ...	0·87	0·11	3·39	..	1·11	0·64	...	...	...	...	0·48	0·15	...	0·94	0·81	...	2·42	...	1·60	0·11
			Barasat ...	0·85	...	4·05	0·65	4·35	0·76	0·25	0·28	0·15	0·10	0·16	0·05	..	...	3·40	3·02	2·07	0·46	...	0·15
		Nadia ...	Basirhat ..	...	0·21	2·46	1·90	1·39	0·02	0·41	...	...	0·22	0·82	0·82	0·83	0·16	...	...	3·82	0·13	0·23	...
			Ranaghat ...	0·32	0·41	1·58	0·34	1·71	0·11	0·13	0·04	...	0·68	0·08	0·45	0·18	0·74	0·07	0·01	0·79	0·14	0·19	0·41
			Krishnagar ...	0·15	0·42	1·28	0·05	0·33	0·58	0·08	0·03	...	1·27	0·01	0·05	0·29	0·03	0·47	0·04	1·31	0·03	0·15	0·39
			Chuadanga ...	0·04	0·24	1·31	0·03	0·85	0·09	0·03	0·09	0·01	1·53	0·04	0·17	0·02	...	1·25	0·03	0·01	...	0·63	0·35
			Meherpur ...	0·10	0·07	0·16	0·09	1·80	0·17	0·06	...	0·10	...	...	0·12	0·22	0·16	...	...	...	0·04	0·21	0·03
			Kushtia ..	...	0·20	0·38	1·03	0·03	0·03	...	0·25	...	0·13	0·03	0·70	0·43	...	...	0·10	...	0·10	0·13	0·08
		Murshidabad..	Kandi ...	0·46	0·21	2·28	0·02	0·38	0·27	0·41	0·33	...	...	0·11	0·26	0·26	0·17	...	..	0·08	...	0·29	0·18
			Berhampore...	0·04	0·45	1·03	...	0·38	0·39	0·59	...	...	...	...	0·21	0·18	...	0·08	...	...	...	0·38	0·21
			Lalbagh ...	0·10	0·59	0·55	...	0·13	0·21	0·65	0·40	...	...	...	0·58	0·30	0·20	..	0·10	...	...	0·21	0·35
			Azimganj ...	...	0·30	0·59	0·05	0·50	0·20	0·54	0·41	...	...	...	0·38	0·38	0·40	0·05	0·02	...	...	0·30	0·12
			Jangipur ...	...	0·06	0·40	0·52	0·46	0·12	0·15	...	...	...	0·06	0·85	...	...	0·07	...	...	...	0·05	0·32
			Lalgola .	0·20	0·60	0·40	0·30	...	...	0·40	0·10	0·50	...	...	0·60	...	0·70	0·50	...	.	...	...	...
			Akriganj ...	0·11	0·19	0·02	...	0·54	0·16	0·41	0·25	...	0·22	...	0·56	..	0·19	...	...	...	...	0·22	0·50
			Patkabari ..	...	0·40	...	...	0·30	0·59	...	0·10	...	...	0·20	0·50	0·10	...	...	...	...	...	...	0·20
			Dumkal ...	...	0·30	...	...	0·75	0·08	...	0·30	...	...	...	0·85	0·50	...	...	...	0·12	...	0·30	...
		Jessore ...	Narail ...	0·47	1·40	1·85	0·15	0·40	0·16	...	0·30	0·06	...	0·73	0·33	1·12	...	0·02	0·03	0·30	0·02	0·03	0·18
			Jessore ...	0·23	0·56	0·08	0·06	1·11	0·04	...	0·20	...	0·06	0·06	0·04	0·12	...	1·22	0·16	...	0·15	0·80	0·51
			Jhenidah ...	0·30	0·60	0·28	0·04	0·28	...	...	...	...	...	0·34	0·15	0·20	...	...	0·18	...	..	1·00	...
			Magura ...	0·51	0·44	0·22	0·32	0·40	0·10	...	...	...	..	0·67	0·49	...	...	0·74	...	0·90	0·02	0·16	0·02
			Bangaon ...	0·18	0·11	1·50	...	1·95	0·17	0·27	0·09	...	0·37	0·16	0·13	0·39	0·16	0·19	...	...	0·28	0·15	...
		Khulna ...	Satkhira ...	0·85	0·74	1·30	...	0·77	0·57	...	0·30	...	0·06	0·39	0·25	0·22	0·53	0·06	...	0·60	0·09	1·16	...
			Bagerhat ...	0·65	0·71	0·48	0·01	0·15	0·05	0·91	0·14	...	1·08	0·15	0·51	0·39	...	0·10	0·12	0·40	0·21	0·16	...
			Khulna ...	0·81	0·60	1·25	0·14	0·42	0·02	0·62	0·10	...	...	0·19	0·30	0·15	...	...	...	0·84	0·32	0·39	0·23
			Kaliganj ...	1·52	2·00	1·00	0·62	..	0·24	...	...	...	0·66	0·58	0·35	0·75	...	1·68	3·75	0·20	...	...	...
			Nakipur ...	0·92	0·42	1·35	0·80	0·20	0·22	0·19	0·10	...	0·19	0·44	0·31	0·16	0·38	...	0·83	0·24	0·25	0·71	0·11
			Dumuria ...	0·43	0·83	0·76	...	0·48	...	0·05	...	...	...	0·12	0·50	0·23	...	0·75	0·40	...	0·28	...	...
			Rampal ...	0·48	0·72	...	0·15	...	1·00	0·20	...	0·40	1·10	0·35	0·62	0·30	...	...	0·39	0·20	0·55	0·14	...
			Kalaroa ...	0·60	1·02	1·20	...	1·05	...	0·45	...	...	0·54	...	0·40	...	...	0·22	0·15	1·00	0·20	1·05	...
			Paikgacha ...	0·67	1·54	1·83	...	2·06	0·53	0·27	...	0·20	0·14	1·10	0·25	0·75	0·38	...	...	2·28	0·09	1·20	0·05
			Mollahat ..	0·32	0·25	1·25	0·02	0·12	...	0·75	0·02	1·25	0·25	0·02	0·01	0·04	0·02	0·05	2·15	3·25	0·15	...	2·15
			Morellganj ...	0·32	1·70	0·02	0·36	0·33	0·29	0·18	0·05	...	0·84	0·48	0·15	0·17	...	0·08	0·39	0·48	0·29	0·08	...
			Tala ...	1·06	1·66	0·89	...	1·09	0·38	...	0·88	...	0·12	0·42	0·59	0·45	0·31	0·18	0·70	0·18	0·27	0·63	...
North Bengal.	Rajshahi.	Rajshahi ...	Boalia ...	0·05	0·19	0·19	0·07	0·05	0·20	0·55	0·20	...	0·05	0·07	0·52	0·09	0·77	0·11	0·01	...	...	0·21	1·31
			Nator ...	0·09	0·03	0·80	0·11	1·76	...	...	0·26	...	0·08	0·58	0·27	1·21	0·02	...	...	...	...	...	0·17
			Naugaon ...	0·05	0·81	1·16	0·20	...	...	0·22	0·39	...	...	...	0·43	...	...	...	0·68	...	0·05	0·19	...
			Lalpur ...	0·50	0·55	0·23	0·46	0·45	...	0·27	...	...	3·73	0·59	0·69	0·04	...	...	0·04	0·25	...	...	0·01
			Manda ...	...	...	...	...	...	...	0·15	0·12	...	0·20	...	...	...	...	...	...	...	...	...	0·15
		Dinajpur ...	Mahadebpur	...	1·90	0·40	0·04	...	0·15	0·23	...	...	...	0·22	0·12	0·08	0·31	...	...	...	0·21	0·09	...
			Nithpur ...	...	0·10	0·17	...	...	1·04	...	0·42	...	0·14	0·14	...	0·24	...	...	...	0·14	...	0·04	...
			Nawabganj ...																				
			Gangarampur	...	...	1·12	...	0·16	...	0·14	0·13	...	0·31	0·08	...	0·33	...	2·35	0·21	0·95	0·01	...	0·12
			Churaman ...	0·32	0·04	0·19	1·40	0·57	0·11	1·31	...	...	...	0·23	0·18	...	0·12	...	0·17	0·53	0·42	...	...
			Raiganj ...	...	0·04	1·05	0·54	0·11	0·46	...	0·12	...	...	0·46	0·16	...	0·24	...	0·27	...	0·65	...	0·04
			Dinajpur ...	...	...	0·77	...	0·22	...	0·17	...	...	...	0·76	0·76	...	0·07	...	0·25	...	0·10	...	...
			Balurghat ..	0·12	0·06	1·52	0·23	...	...	...	0·17	...	...	0·12	...	0·17	...	...	...	...	0·04	...	...
			Thakurgaon...	...	...	...	...	...	...	0·12	0·48	...	0·20	0·32	...	...	...	0·35	...	...	0·05	...	...
			Setabganj ...	...	...	0·21	...	...	1·00	...	...	...	...	0·59	...	...	...	...	1·85	...	0·12	...	...
			Ramganj ...	...	...	0·18	0·08	0·03	...	0·01	0·16	...	...	0·12	0·10	...	0·33	0·07	0·04	...	0·12	...	0·02
		Jalpaiguri ...	Jalpaiguri .	...	...	0·27	...	0·22	0·50	0·41	1·15	0·38	...	0·85	...	0·10	0·12	...	...	...	0·08	0·06	...
			Alipore Duar	...	...	...	0·50	0·65	...	0·42	0·96	...	...	0·97	...	...	0·80	...	...	...	...	0·48	...
			Falakata ...		...	0·44	...	0·30	...	0·14	...	...	0·30	0·51	...	...	...	1·71	...	...	...	...	...
			Debiganj	...	...	...	0·02	...	0·08	...	0·47	...	...	...	...	...	...	1·95	...	...	0·12	...	...
			Bhagatpur (Nagrakatta)	...	0·53	2·75	0·53	0·18	0·05	0·53	...	...	...	0·49	0·70	0·57	0·81	...	...	...	0·10	...	0·71
		Darjeeling ...	Kalchini ...	...	0·41	...	0·47	0·02	0·44	0·12	...	...	1·09	...	0·04	...	...	...	...	0·02	0·08	...	0·27
			Baxa ...	...	5·06	0·31		0·30	0·25	0·28	0·13	...	...	...	...	0·65	0·32	...	...	...	...	1·35	0·90
			Siliguri ...	0·80	...	0·16	0·90	0·15	0·25	0·40	0·30	0·70	...	0·75	0·16	...	...	0·10	...	...	...	0·12	...
			Darjeeling ...	0·36	0·51	0·38	0·23	0·07	0·81	0·57	0·36	1·43	...	0·21	0·09	0·06	0·02	0·24	0·03	...	0·77	0·66	0·65
			Kalimpong ...	0·77	0·55	0·10	0·62	...	1·03	0·77	0·21	0·55	...	0·05	0·09	0·19	...	0·04	0·01	...	0·74	1·66	0·19
			Mungpoo ...	0·68	0·62	1·99	0·65	0·02	0·73	0·77	0·43	1·17	...	0·47	0·14	0·03	0·10	...	...	...	0·54	0·90	0·16
			Kurseong ...	0·23	1·08	0·65	0·43	0·07	0·22	1·23	0·77	0·88	...	1·39	0·49	0·16	0·32	0·25	...	...	0·42	...	0·19
			Pedong ...	0·38	0·64	1·26	0·14	0·33	1·17	0·65	0·18	0·01	0·15	0·22	0·25	0·03	1·46	0·05	...	0·02	1·27	0·30	0·55

Table of Rainfall recorded at station

Meteorological Division.	Division.	District.	Station.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
NORTH BENGAL—concluded.	Rajshahi—concluded.	Tibet ...	Yatung ...	...	0·18	0·21	0·24	0·10	0·44	0·66	0·46	1·02	0·18	0·19	0·24	0·25	0·12	...	0·34	...	0·20	0·09	...
		Cooch Behar	Dinhatta ...	0·18	...	...	...	0·11	0·02	0·05	...	...	...	0·02	...	...	...	...		1·04	0·08	...	...
			Cooch Behar...	...	...	0·35	...	0·06	...	0·04	0·05	...	...	0·74	...	...	...	...	...	0·64	...	0·03	...
			Mickliganj ...	0·23	...	0·31	0·08	0·04	0·02	0·53	0·54	0·27	...	0·43	...	0·01	...	0·66	...	...	...	...	...
			Mathabhanga	...	...	0·22	...	0·34	...	0·29	0·08	0·05	...	0·20	...	...	...	0·08	...	0·58	...	...	0·[illegible]
			Fulbari ...	...	...	0·10	...	0·17	...	...	...	0·13	...	0·28	...	...	...	...	0·28	...	...	0·07	...
		Rangpur ...	Bhawaniganj (*Gaibanda*).	...	0·14	1·03	0·04	0·01	...	0·45	...	...	...	1·14	...	...	...	...	...	...	0·45	...	...
			Rangpur ...	...	...	0·18	...	...	1·25	...	...	...	...	0·51	...	...	...	...	...	...	0·58	...	...
			Peerganj ...	...	...	0·13	0·91	...	...	0·04	...	0·13	...	0·60	...	...	...	...	...	...	0·61	...	...
			Kurigaon	...	...	...	...	...	0·10	0·40	0·17	...	...	...	...	...	...	...	...	...	0·53	0·43	...
			Gobindganj ...	...	0·50	1·55	...	0·02	0·22	0·02	...	...	...	...	0·18	...	...	...	...	...	0·05	0·03	...
			Bagdogra (*Nilphamari*).	...	...	...	0·71	...	0·70	0·10	0·10	...	...	0·20	...	...	...	...	...	...	0·20	...	...
			Ulipur ...	...	...	...	...	0·13	0·17	0·11	0·09	...	...	0·61	...	...	...	...	...	...	0·16	...	0·[illegible]
			Sunderganj...	...	...	...	...	0·07	1·03	0·03	...	...	...	0·73	...	...	...	...	...	...	0·17	...	...
		Bogra ...	Sherpur ...	...	...	0·30	1·52	...	0·85	...	...	...	...	0·28	0·15	...	...	...	...	...	0·05	...	...
			Nowkhilla ...	...	0·20	...	...	...	0·16	0·10	...	...	0·50	...	0·38	...	0·10	...	...	...	0·18	...	0·7[illegible]
			Bogra ...	...	0·20	1·78	1·12	0·90	0·12	...	0·80	...	0·20	...	...	...	...	...	...	...	0·08	...	0·2[illegible]
			Panchubibi ...	0·07	0·11	0·41	0·40	0·39	0·09	...	...	...	...	0·42	0·41	...	...	...	...	...	0·24	...	...
		Pabna ...	Pabna ...	0·05	0·23	0·69	0·06	0·18	0·08	...	...	...	0·17	0·54	0·44	0·45	...	0·19	...	0·24	...	0·06	0·7[illegible]
			Serajganj ...	...	0·15	0·02	0·24	...	0·36	...	0·06	...	0·14	0·02	0·03	0·07	...	...	...	0·07	0·21	...	0·1[illegible]
EAST BENGAL.	Dacca.	Dacca ...	Munshiganj...	0·05	0·25	1·43	1·39	0·57	0·17	0·10	0·03	...	0·05	...	0·11	0·18	0·39	0·95	0·06	0·64	...	0·06	1·7
			Dacca ...	0·13	0·34	0·07	0·40	0·10	0·19	0·09	0·01	0·05	...	0·03	0·26	0·19	0·61	0·04	0·02	0·07	...	0·10	0·7[illegible]
			Narayanganj	0·06	0·65	1·04	1·40	0·38	0·65	0·05	...	0·19	...	...	...	0·16	0·75	0·45	0·03	0·25	...	0·05	1·[illegible]
			Manikganj ...	0·58	...	0·75	0·08	0·24	...	...	...	...	0·29	...	...	...	...	0·27	...	...	0·20	0·31	0·[illegible]
			Jaydebpur ...	...	0·52	0·35	0·02	0·30	...	...	...	0·60	...	...	...	0·30	...	...	...	...	...	...	...
		Mymensingh...	Kishorganj	...	0·19	0·39	0·57	0·23	0·07	0·06	0·03	...	0·68	...	...	...	...	0·05	...	0·12	0·48	...	0·[illegible]
			Atia (*Tangail*)	0·23	0·36	...	0·05	0·37	0·31	0·07	0·22	...	0·52	...	...	0·10	...	0·13	...	...	0·01	...	...
			Mymensingh	...	0·28	0·64	0·35	...	0·10	0·75	0·21	...	1·32	0·61	...	...	0·03	...	...	...	0·15	...	0·7[illegible]
			Jamalpur ...	0·25	0·37	0·30	0·15	0·10	0·09	...	...	0·35	...	...	...	...	0·08	...	...	...	0·10	...	...
			Netrakona ...	...	1·25	1·30	0·60	0·05	0·00	1·33	...	...	0·16	...	0·08	0·38	0·14	0·03	...	0·42	0·65	0·12	...
			Subarnakhali	...	...	0·73	0·52	...	...	...	0·25	0·29	...	...	...	...	...	...	...	...	...	...	...
			Durgapur ...	...	1·40	1·30	1·20	...	...	...	...	...	...	0·50	...	...	...	...	...	...	1·10	...	...
			Sherpur Town	0·08	0·64	0·30	0·80	...	0·75	2·10	...	...	...	1·50	0·63	0·03	...	...	...	...	0·05	...	...
			Diwanganj ...	...	4·00	...	...	...	...	...	...	...	3·90	...	...	...	...	...	...	...	...	...	...
			Nalitabari ...	0·46	2·36	...	0·32	0·12	...	...	0·12	...	0·56	0·17	...	0·07	...	...	...	0·07	...	...	...
		Faridpur ...	Madaripur ...	...	1·42	...	...	0·55	...	...	...	...	...	...	0·17	0·90	...	0·06	0·20	1·75	...	...	1·[illegible]
			Faridpur ...	0·03	1·55	0·15	0·26	0·26	0·06	0·47	0·16	...	...	0·31	0·36	0·32	0·24	0·04	0·03	0·02	0·02	0·53	0·[illegible]
			Goalundo ...	0·11	0·16	0·64	0·05	0·10	0·05	...	0·03	...	...	...	0·28	0·46	...	...	...	0·20	...	0·75	...
		Backergunge..	Patuakhali ...	1·16	2·21	...	0·45	0·69	0·03	0·35	0·09	0·07	0·39	0·82	0·56	0·35	0·03	1·21	0·72	1·18	0·43	0·14	...
			Pirojpur ...	1·00	0·44	0·05	...	0·47	0·30	0·13	0·10	0·02	0·60	1·61	0·31	0·46	...	0·21	0·77	0·13	0·20	0·32	...
			Barisal ...	0·68	2·85	0·46	1·05	0·72	...	...	...	...	0·05	0·48	1·30	0·98	0·18	0·38	0·88	0·55	0·18	0·92	...
			Gaurnadi ...	0·26	0·61	0·13	0·42	0·43	0·07	...	0·04	0·03	0·36	0·92	1·40	1·95	0·06	0·12	0·29	0·14	0·06	1·06	0·[illegible]
			Bhola ...	0·91	1·74	1·45	0·92	0·14	0·03	0·18	0·12	0·58	...	0·42	0·22	0·75	0·31	0·29	0·55	0·05	0·03	0·23	0·[illegible]
			Doulatkhan ...	0·43	3·35	0·07	0·06	0·02	1·55	0·06	...	0·08	...	0·18	...	3·50	0·08	0·38	...	1·40	0·18	0·35	...
			Bauphal ...	0·60	1·85	0·61	0·14	0·10	0·35	0·44	0·04	...	0·10	0·57	1·00	1·50	0·60	0·12	0·34	0·99	0·55	0·40	0·[illegible]
	Chittagong.	Hill Tippera...	Agartala ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·70	...	...	...
		Tippera ...	Comilla ...	0·06	0·55	0·10	0·30	0·40	0·01	0·21	0·20	0·03	0·10	0·61	0·11	...	0·29	0·22	0·12	0·52	...	0·03	0·[illegible]
			Chandpur ...	0·07	0·71	0·38	0·74	0·43	0·04	0·34	0·09	0·10	0·38	0·04	0·31	1·50	0·07	0·38	0·64	0·09	...	0·25	0·[illegible]
			Brahmanbaria	...	...	...	0·12	0·10	...	0·21	...	...	0·46	0·82	...	...	...	...	0·62	0·50	0·02	...	...
			Ramchandrapur.	...	0·72	0·05	0·29																
			Nasirnagar ...	...	...	...	0·12	...	0·30	0·02	...	0·04	0·42	1·50	0·30	0·17	0·10	0·30	0·22	0·81	0·45	...	...
			Daudkandi ...	0·14	0·65	...	0·35	...	0·10	...	...	0·15	...	...	...	...	...	...	...	...	...	0·25	0·[illegible]
			Kasba ...	...	0·69	0·50	0·22	0·12	0·04	0·46	1·04	0·10	...	...	0·15	0·10	...	...	0·25	...	...	0·15	0·[illegible]
			Laksam ...	0·20	0·13	0·07	0·12	...	0·07	0·19	...	0·23	...	...	...	0·32	...	0·50	0·10	...	0·05	...	...
		Noakhali ..	Noakhali ...	0·57	1·68	0·48	0·12	1·14	0·50	0·05	0·03	0·03	0·03	0·05	0·[illegible]	1·74	0·64	0·01	0·62	...	0·04	0·76	1·[illegible]
			Fenny ...	0·04	0·85	0·35	1·18	0·47	...	0·47	0·11	0·16	0·03	0·02	0·0[illegible]	0·02	0·19	0·02	1·41	0·07	...	0·02	1·[illegible]
			Harishpur ...	0·50	0·73	0·26	2·27	0·40	0·06	...	...	0·04	...	...	0·06	2·62	0·11	0·25	3·00	...	0·20	1·00	0·[illegible]
			Ramganj ...	0·27	3·68	0·39	0·79	0·85	1·25	0·55	...	0·45	...	0·15	...	0·34	...	0·50	0·57	...	...	...	0·[illegible]
			Chhagalnaya	...	0·19	0·26	2·00	0·13	0·05	0·08	0·33	0·18	0·02	0·30	...	...	0·06	0·22	1·33	0·38	...	...	0·[illegible]
			Hatya ...	0·65	1·90	...	1·25	0·25	0·43	0·22	...	0·24	0·03	0·07	...	2·04	0·06	0·08	1·34	0·03	0·22	0·55	0·[illegible]
			Lakhmipur ...	0·50	2·10	0·55	0·05	0·68	1·35	...	...	...	...	...	...	1·10	0·02	...	1·16	0·02	...	0·64	0·[illegible]
		Chittagong ...	Cox's Bazar ...	0·21	1·63	0·85	2·29	1·05	0·32	...	...	2·06	0·37	0·09	0·02	0·83	0·09	0·06	1·75	0·11	1·87	1·37	0·[illegible]
			Chittagong ...	0·10	1·28	0·20	0·06	0·28	0·77	...	0·10	0·05	0·17	...	...	...	...	0·68	...	0·08	...	0·15	0·[illegible]
			Kutubdia ...	0·61	...	1·17	0·66	...	...	0·95	...	...	...	...	...	...	...	0·35	...	...	0·82	0·61	0·[illegible]
			Satkania ...	0·08	0·15	0·82	0·57	0·11	...	...	0·02	0·68	0·28	...	...	...	...	0·10	1·75	...	0·07	0·56	3[illegible]
			Kodala ...	0·13	0·15	0·53	0·10	...	...	0·95	0·35	0·45	...	...	0·23	0·28	0·55	1·70	0·60	...	0·02	...	0·[illegible]
			Fenoa ...	0·66	0·51	2·00	0·22	0·13	0·02	0·47	...	0·10	0·09	...	0·09	...	0·22	0·63	0·18	0·91	0·03	0·11	0·[illegible]
			Mirsarai ...	...	0·20	0·61	1·76	0·28	0·07	0·07	0·21	0·06	...	...	...	...	1·68	...	1·95	0·10	...	0·03	1·[illegible]
	Chittagong Hill Tracts.		Rangamatia ...	0·02	0·47	0·70	1·10	0·28	0·01	0·02	0·30	...	1·23	...	...	0·20	0·46	0·80	0·08	0·05	...	...	...
			Bundarban ...	...	0·07	0·54	0·27	0·24	...	0·38	0·29	0·06	0·40	...	...	...	0·69	...	0·67	0·30	0·04	0·45	0·[illegible]
BIHAR.	Patna.	Patna ..	Patna ...	0·28	0·38	0·16	...	1·26	0·56	...	0·04	...	...	...	...	...	...	0·24	0·28	...	0·42	0·15	0·[illegible]
			Dinapore ...	...	0·40	0·20	0·40	0·38	0·27	...	0·01	...	...	...	0·03	0·03	...	...	0·50	...	0·08	0·03	0·[illegible]
			Bihar ...	0·40	0·09	...	...	0·30	0·02	0·02	0·02	...	1·67	0·03	0·20	0·10	0·02	0·25	...	...	0·40	0·02	0·[illegible]
			Barh ...	...	...	0·18	...	0·65	...	...	...	0·10	0·95	0·10	...	...	...	...	...	...	0·70	...	...
			Bikram ...	...	...	...	...	0·07	...	...	...	...	...	0·30	...	...	...	...	0·67	...	0·05	...	0·[illegible]
			Hilsa ...	0·70	...	...	...	...	...	...	...	...	...	...	1·05	...	...	...	...	...	...	...	...
		Gaya ...	Aurungabad...	0·31	0·34	0·09	0·28	...	0·29	0·19	...	...	...	0·56	0·19	...	0·19	...	1·03	3·14	0·37	0·27	0·[illegible]
			Gaya ...	...	0·82	0·29	0·32	...	...	0·07	...	...	0·07	0·42	0·19	...	...	...	1·35	...	...	0·12	0·[illegible]
			Nawada ...	0·09	0·66	1·00	...	0·15	0·30	0·03	...	...	0·90	0·05	0·12	...	...	...	...	0·66	0·10	...	0·[illegible]
			Jahanabad ...	0·31	0·56	...	0·38	0·02	...	...	...	...	...	...	0·52	...	...	...	0·06	...	0·77	0·01	0·[illegible]
			Arwal ...	0·60	0·25	...	0·50	...	0·05	0·20	...	...	...	0·08	0·15	...	0·12	...	0·22	...	0·07	0·07	0·[illegible]
			Daudnagar ...	0·03	0·21	0·10	0·29	...	0·03	0·02	0·02	...	...	0·76	...	0·06	...	...	...	...	1·16	0·06	0·[illegible]
			Sherghati ...	0·28	0·19	0·07	0·15	...	...	0·06	...	...	...	1·09	0·49	...	...	...	0·30	...	0·40	0·87	0·[illegible]
			Rajauli ...																				
			Pakri Barawan	0·83	...	...	...	...	0·69	0·33	...	...	...	...	0·55	...	...	...	...	0·35	...	...	...
			Deo ...	...	...	0·35	0·85	...	...	0·15	...	...	...	0·10	0·20	0·10	...	...	0·30	1·50	1·00	0·70	0·[illegible]
		Shahabad ...	Buxar ...	...	0·11	...	...	0·08	0·05	0·12	...	...	...	0·39	0·07	...	0·06	...	1·07	...	0·87	...	0·[illegible]
			Dehri ...	0·22	0·55	0·22	0·17	0·04	...	0·09	0·04	...	...	0·76	0·12	0·04	0·07	...	0·03	1·35	0·57	0·22	0·[illegible]
			Bhabhua ...	...	...	0·80	0·35	0·11	0·30	0·10	0·38	...	...	...	...	...	...	...	2·00	...	0·51	0·70	0·[illegible]
			Sasaram ...	...	0·34	...	0·13	0·66	0·54	...	...	...	...	1·46	...	...	...	...	...	...	0·90	0·12	0·[illegible]
			Arrah ...	0·05	...	0·48	...	0·52	0·48	...	...	...	...	...	0·25	...	1·95	...	...	...	...	0·28	...
			Mohanea ...	...	...	...	...	...	...	...	...	...	0·48	...	...	...	...	...	0·13	...	0·24	0·11	0·[illegible]
			Khiri ...	0·12	0·05	0·16	0·10	0·12	0·20	0·16	...	...	...	...	0·10	...	...	0·15	...	...	2·00	...	...
			Ageaon ...					...	0·20	...	...	...	...	...	...	...	...	...	...	...	...	0·06	0·[illegible]
			Ramagar ...	0·27	0·12	...	0·11	...	0·35	...	...	...	...	...	...	0·08	...	0·40	...	0·07	1·13	...	0·[illegible]
			Koath ...	0·43	...	0·55	...	...	...	...	...	...	...	0·75	0·31	...	0·26	...	...	0·80	0·65	...	0·[illegible]
			Sikraul ...	0·22	0·43	0·37	...	0·29	0·10	0·03	...	...	...	0·35	0·07	...	...	...	...	...	0·60	0·12	0·[illegible]
			Bassowan ...	...	0·32	...	...	...	0·14	0·14	0·03	...	...	0·25	...	...	...	...	2·10	...	1·24	0·58	0·[illegible]
			Monaharpur ...	...	0·51	...	...	0·84	0·09	...	0·05	...	...	...	0·07	...	0·03	...	0·34	...	1·25	0·08	...
			Chausa ...	0·07	0·33	0·17	0·02	0·97	0·03	...	...	...	...	...	0·12	...	...	...	...	...	2·00	0·10	0·[illegible]

n Bengal in August 1900—*continued.*

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days.	Average number of rainy days.	Total rainfall for the month.	Average rainfall for the month.	Heaviest rainfall during the month.	Total rainfall from 16th May 1900 up to 31st August 1900.	Average rainfall from 16th May up to 31st August.	Station.	District.	Division.	
...	0·56	0·48	0·63	0·20	0·18	0·23	0·30	0·08	0·62	0·92	24	?	9·12	?	1·62	36·61	?	Yatung ...	Tibet.	Rajshahi—*concluded.*	NORTH BENGAL.
1·21	0·07	0·08	0·02	...	...	0·04	0·03	0·09	0·42	0·27	6	15·94	3·73	17·67	1·21	61·90	73·72	Dinhatta	Cooch Behar.		
0·40	0·38	0·02	...	...	...	0·06	0·12	1·23	1·46		8	17·25	5·58	22·20	1·46	65·59	91·71	Cooch Behar			
...	1·21	0·72	0·90	...	...	0·14	0·11	0·32	0·52	0·01	14	18·59	7·05	25·15	1·21	66·39	84·53	Mickliganj.			
0·07	0·33	0·04	0·05	...	...	0·56	0·19	0·24	0·45	0·02	9	18·53	3·29	24·42	0·56	52·76	89·47	Matabhanga			
0·61	0·32	0·03	...	0·05	...	0·61	...	0·25	0·37	2·26	11	?	5·53	?	2·26	68·57	?	*Fulbari.*			
...	...	...	...	...	0·05	0·02	0·54	...	0·21	...	7	13·44	4·08	10·65	1·14	48·54	45·38	Bhawaniganj (*Gaibandha*).	Rangpur.		
...	...	0·37	0·97	...	...	...	0·49	...	0·31	0·46	9	13·5[illegible]	5·12	12·41	1·25	58·11	53·70	Rangpur.			
0·06	...	1·45	1·64	...	...	0·27	0·63	...	0·32	...	10	?	7·89	?	1·64	53·85	?	*Peerganj.*			
...	...	...	1·76	...	...	...	...	...	...	...	6	12·24	3·39	11·23	1·76	62·38	57·01	Kurigaon.			
0·03	...	...	1·15	...	0·40	2·45	0·65	...	0·90	...	9	?	8·24	?	2·45	48·76	?	*Gobindganj.*			
...	0·03	1·02	0·20	0·15	...	0·10	0·46	0·05	4·60	...	12	15·95	8·62	15·66	4·60	56·62	63·73	Bardogra. (*Nilphamari*).			
...	...	1·00	0·29	...	...	...	1·23	...	0·50	...	9	11·30	4·32	10·28	1·23	64·29	48·91	Ulipur.			
...	...	0·47	1·70	...	...	...	0·70	...	2·81	...	7	?	7·71	?	2·81	55·82	?	*Sunderganj.*			
0·05	...	0·47	...	1·03	0·55	1·82	0·21	...	0·05	...	10	15·95	7·33	12·26	1·82	48·25	41·25	Sherpur ...	Bogra.		
0·02	0·14	...	0·22	...	0·18	0·40	0·23	...	0·80	0·05	14	15·05	3·78	10·67	0·80	56·62	40·41	Nowkhilla.			
...	...	0·60	0·20	...	0·10	1·48	0·20	0·36	...	0·05	14	16·08	8·33	11·97	1·78	49·54	44·11	Bogra			
...	...	0·25	0·19	...	0·02	0·80	...	0·51	0·67	0·01	12	13·55	4·98	11·21	0·80	34·89	40·28	Panchbibi.			
0·41	...	...	0·61	...	0·62	0·58	0·06	...	0·23	0·17	16	16·65	6·14	11·41	0·62	36·92	36·82	Pabna ..	Pabna.		
0·03	...	0·01	0·19	0·01	1·04	0·46	0·61	0·11	...	0·38	11	13·85	4·29	10·53	1·04	36·19	38·43	Serajganj.			
...	0·23	0·71	0·33	0·12	1·63	0·89	1·09	0·37	0·62	0·18	20	18·04	13·78	13·92	1·82	42·27	48·53	Munshiganj ...	Dacca.	Dacca.	EAST BENGAL.
...	0·01	0·18	0·04	0·09	1·45	1·40	0·05	0·39	0·72	0·76	16	17·69	7·71	12·94	1·45	36·42	43·11	Dacca			
...	0·21	0·20	0·61	...	...	0·79	0·28	0·16	...	0·52	18	17·38	10·07	12·32	1·40	33·60	44·93	Narayanganj.			
0·55	...	...	...	...	3·80	0·93	...	...	0·73	...	12	15·67	9·09	11·19	3·80	43·61	37·67	Manikganj.			
...	...	0·25	0·50	1·52	...	0·15	0·60	0·55	0·75	0·30	13	19·50	6·81	13·72	1·52	36·42	45·89	Jaydebpur.			
...	...	1·84	0·07	...	0·02	0·04	0·34	1·49	0·25	0·14	12	16·58	7·11	13·97	1·84	57·55	52·46	Kishorganj ...	Mymensingh.		
...	0·22	0·03	0·06	0·45	0·65	0·73	0·02	...	0·02	0·08	13	14·19	5·53	11·30	0·92	31·49	39·52	Atia (*Tangail*).			
0·31	0·01	0·60	...	...	0·05	0·02	0·61	0·48	0·61	0·94	16	19·19	8·19	14·46	1·32	75·14	55·00	Mymensingh.			
0·15	0·10	...	0·17	...	...	0·40	0·50	...	...	0·25	13	16·35	3·36	13·94	0·50	53·38	47·22	Jamalpur.			
0·50	0·02	3·58	1·25	...	0·12	0·14	0·80	0·49	1·19	0·50	20	19·46	16·03	17·81	3·58	76·59	66·07	Netrokona.			
...	...	...	...	0·35								14·30		10·79			39·95	Subarnakhali.			
...	...	1·10	1·23	...	2·10	...	...	1·20	...	...	9	20·67	11·10	25·24	2·10	74·45	95·29	Durgapur.			
...	0·60	1·23	0·67	0·20	...	0·05	0·62	...	...	0·90	12	?	10·72	?	2·10	53·74	?	*Sherepur Town*			
...	1·15	...	...	...	...	0·86	0·80	...	...	...	5	12·10	10·65	11·54	4·00	64·30	49·38	Diwanganj.			
1·91	...	...	...	...	...	0·38	0·32	0·19	2·10	...	12	?	9·15	?	2·36	63·28	?	*Nalitabari.*			
0·28	...	0·17	...	...	1·90	0·53	...	...	0·05	...	11	16·92	9·40	11·72	1·90	26·67	40·22	Madaripur ...	Faridpur.		
1·28	0·04	0·18	0·12	0·24	0·32	0·95	0·12	0·10	2·98	0·02	21	15·96	11·59	12·23	2·98	43·65	41·95	Faridpur.			
0·87	...	0·04	...	...	1·80	0·66	0·25	0·78	1·09	0·94	15	14·96	9·26	10·58	1·80	32·42	38·15	Goalundo			
0·27	...	1·21	...	...	1·99	1·35	0·13	0·15	0·28	0·11	22	21·17	16·13	17·54	2·21	55·63	72·04	Patuakhali ...	Backergunge.		
0·82	0·20	...	0·61	...	1·00	...	1·48	0·06	0·03	0·15	21	18·35	12·17	13·78	1·61	47·63	49·49	Pirojpur.			
...	...	1·10	...	...	0·70	0·35	0·18	...	0·04	0·08	18	18·77	14·11	12·53	2·85	55·34	48·66	Barisal.			
0·19	0·07	0·05	0·15	0·87	3·42	0·83	0·57	0·02	0·05	0·03	20	17·00	14·84	11·80	3·42	50·17	42·12	Gaurnadi.			
...	...	1·24	0·02	0·04	2·26	0·39	0·47	0·65	0·02	0·40	22	21·58	14·37	17·20	2·26	61·77	57·02	Bhola.			
...	...	0·95	0·38	1·12	2·83	0·85	0·28	0·80	0·12	0·08	17	?	18·90	?	3·50	72·81	?	*Doulatkhan.*			
1·03	0·01	0·43	0·04	0·50	3·08	0·89	1·26	0·50	0·07	0·55	26	20·00	19·28	18·83	3·08	63·66	58·06	Bauphal.			
...	...	...	0·80	...	...	...	0·40	...	...	0·50		17·08		11·76			43·27	Agartola	Hill Tippera.	Chittagong.	
...	0·77	0·04	0·01	0·43	0·24	0·07	2·43	1·49	...	...	19	17·67	9·50	16·40	2·43	57·73	56·08	Comilla	Tippera.		
0·03	0·15	1·60	2·02	...	2·60	0·24	0·21	0·05	0·23	0·35	21	20·78	14·21	17·95	2·60	41·53	53·47	Chandpur.			
0·17	...	...	...	...	...	0·01	0·07	0·08	0·05	1·40	9	15·62	4·57	12·33	1·40	54·35	44·44	Brahmanbaria.			
												12·90		10·34			38·83	Ramchandrapur.			
0·46	0·07	...	2·28	0·50	0·04	0·30	0·25	0·03	0·09	0·86	17	12·70	9·63	11·47	2·28	55·80	37·91	Nasirnagar.			
0·15	0·25	0·65	...	...	1·05	0·45	0·36	0·40	0·65	0·25	16	14·10	6·50	9·93	1·05	25·20	38·49	Daudkandi.			
...	...	...	...	...	1·30	0·85	...	0·73	0·30	0·20	17	13·40	7·23	10·03	1·30	64·67	41·52	Kasba.			
...	0·38	0·52	...	2·00	0·07	1·07	1·12	...	...	0·21	14	13·90	7·35	15·34	2·00	56·39	52·67	Laksam.			
0·12	0·17	0·54	4·35	0·30	2·35	0·35	1·20	0·80	0·47	0·15	22	23·04	21·75	24·99	4·35	91·82	78·33	Noakhali ...	Noakhali.		
...	0·66	0·04	0·02	...	1·13	0·07	3·43	4·40	0·17	...	15	21·84	17·15	23·72	4·40	76·97	78·35	Fenny.			
0·04	0·19	...	0·27	...	1·70	0·47	0·44	3·42	3·48	0·05	19	20·60	22·39	31·95	3·48	90·42	92·80	Harishpur.			
0·25	...	1·58	...	...	3·23	0·30	0·25	0·27	0·50	0·11	21	18·20	16·65	17·72	3·08	68·12	56·81	Ramganj.			
0·08	0·33	...	0·24	1·46	1·88	0·05	1·45	4·81	0·09	...	16	?	15·62	?	4·81	81·52	?	*Chhagalnaya.*			
0·02	0·42	1·85	0·02	1·99	3·71	0·26	0·70	0·38	0·35	0·40	21	?	19·70	?	3·71	78·35	?	*Hatya.*			
0·20	...	1·89	0·12	0·20	2·29	0·05	0·45	0·50	0·23	...	17	?	14·42	?	2·29	65·76	?	*Lakhipur.*			
1·46	0·29	1·53	...	...	0·67	0·32	0·83	0·37	0·29	0·10	23	20·23	21·49	27·37	2·29	96·52	106·04	Cox's Bazar ...	Chittagong.		
1·01	0·42	0·52	...	...	1·29	0·30	0·80	2·00	0·61	0·13	19	18·42	11·01	19·76	2·00	66·40	71·46	Chittagong.			
...	...	0·14	...	0·20	0·90	...	0·41	0·59	0·59	...	14	18·91	8·81	24·67	1·17	60·49	88·05	Kutubdia.			
...	...	0·27	0·41	0·03	1·30	...	0·36	0·72	0·15	...	17	20·00	12·70	16·75	3·37	57·34	69·73	Satkania.			
...	0·54	0·14	...	0·40	...	0·67	0·72	0·55	1·05	...	20	21·54	10·21	17·35	1·70	53·37	59·50	Kodala.			
...	0·05	0·08	0·01	1·06	0·16	1·31	4·63	0·80	0·19	0·02	17	?	13·85	?	4·63	67·14	?	*Fenoa.*			
0·13	0·14	0·10	0·09	0·16	2·34	0·33	0·50	1·28	0·16	...	18	?	13·60	?	2·34	86·29	?	*Mirsarai.*			
0·46	0·23	0·87	0·06	...	0·81	...	0·41	1·92	0·13	0·93	17	21·85	11·54	18·03	1·92	46·12	50·09	Rangamati	Chittagong Hill Tracts.		
0·07	0·30	0·50	0·18	...	0·48	...	0·85	0·53	0·12	0·20	17	?	7·17	?	0·85	43·88	?	*Bandarban*			
0·16	...	...	2·78	0·86	1·45	1·10	0·58	0·04	...	...	15	13·27	10·82	11·30	2·78	34·27	31·72	Patna ...	Patna.	Patna.	SIHAR.
...	...	0·04	3·50	0·76	0·17	0·80	0·48	0·07	2·20	0·03	12	12·23	10·47	11·53	3·50	27·00	32·01	Dinapore.			
...	...	...	1·56	0·20	0·05	1·02	0·73	0·32	0·01	0·05	13	14·50	7·67	11·42	1·67	23·11	32·46	Bihar.			
...	...	...	0·97	0·05	...	0·65	0·69	0·05	...	...	9	11·96	5·09	10·21	0·97	24·90	29·35	Barh.			
...	...	...	4·00	0·15	...	0·30	0·30	0·10	...	0·04	8	13·67	6·22	11·51	4·00	25·48	32·58	Bikram.			
...	...	...	1·25	0·50	0·10	0·50	0·40	...	...	...	7	14·11	4·50	11·64	1·25	25·50	32·87	Hilsa.			
...	...	0·02	0·18	0·81	0·26	0·14	1·02	0·78	...	0·39	20	14·27	11·05	13·43	3·14	25·72	32·69	Aurungabad...	Gaya.		
...	...	...	0·30	0·85	0·49	0·82	0·50	0·38	0·52	0·18	16	14·04	8·04	12·50	1·35	20·78	33·19	Gaya.			
...	...	...	1·50	0·14	0·12	0·28	0·06	1·20	...	0·17	15	13·50	8·05	11·50	1·50	23·47	30·74	Nawada.			
...	...	...	2·08	0·33	0·04	0·16	0·08	0·27	...	0·73	11	13·74	6·64	12·60	2·08	21·46	31·85	Jahanabad.			
...	...	...	0·80	0·05	...	0·07	0·25	0·16	...	0·32	12	11·27	4·06	10·21	0·80	18·51	29·97	Arwal.			
0·02	...	...	0·09	0·03	0·10	0·03	0·02	0·63	...	2·50	9	13·82	6·41	11·31	2·50	22·72	28·71	Daudnagar.			
...	...	...	0·21	0·40	0·08	1·50	1·37	0·04	...	0·83	14	14·27	8·43	11·45	1·50	21·27	26·63	Sherghati.			
		Not recorded.										17·00		11·18			30·30	Rajauli.			
...	...	0·72	...	...	...	...	0·53	...	...	0·50	8	13·00	4·50	12·38	0·83	21·75	31·33	Pakri Barawan			
...	...	...	...	...	0·05	0·26	1·88	0·15	...	0·55	15	?	8·54	?	1·88	17·83	?	Deo.			
...	...	...	0·20	1·10	0·39	...	0·16	0·62	0·07	0·05	11	13·38	5·55	11·33	1·10	20·43	28·78	Buxar ...	Shahabad.		
...	...	...	...	1·14	1·55	0·11	1·04	0·25	...	0·63	16	14·08	9·40	12·62	1·55	20·75	30·93	Dehri.			
...	...	...	...	0·99	0·47	0·45	0·75	...	1·52	0·42	16	14·27	10·36	12·20	2·00	20·83	30·10	Bhabhua.			
...	...	...	0·14	1·80	1·00	0·02	0·70	0·23	...	1·40	13	13·88	9·30	12·27	1·80	23·94	29·22	Sasaram.			
...	...	1·73	0·18	...	0·70	...	1·21	...	1·30	...	11	13·31	9·43	11·51	1·95	30·93	30·86	Arrah.			
0·03	...	...	0·01	1·16	0·13	0·18	0·39	4·48	...	1·48	11	11·00	9·08	13·64	4·48	19·57	30·05	Mohanea.			
...	0·20	0·14	0·18	...	...	0·25	0·15	...	...	...	14	?	4·08	?	2·00	13·63	?	*Khiri.*			
...	...	...	0·72	0·25								?		?			?	*Ageaon.*			
...	...	...	0·78	0·65	0·09	...	0·32	0·25	...	...	11	?	4·77	?	1·13	15·01	?	*Ramnagar.*			
...	...	...	0·40	2·70	3·00	...	0·24	0·08	...	0·20	13	?	10·60	?	3·00	20·17	?	*Koath.*			
...	...	...	0·40	0·61	0·89	...	0·62	0·50	...	...	14	?	5·73	?	0·89	14·22	?	*Sikraul.*			
...	...	...	...	0·55	0·57	...	...	...	...	0·76	11	?	7·04	?	2·10	19·39	?	*Bassawan.*			
...	...	...	0·41	0·80	0·15	...	0·50	0·25	...	0·02	9	?	5·30	?	1·25	15·07		*Monaharpur.*			
...	...	...	0·11	1·05	0·78	...	0·29	0·30	0·04	0·09	12	?	6·59	?	2·00	20·16	?	*Chausa.*			

Table of Rainfall recorded at station

Meteorological Division.	Division.	District.	Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
BIHAR—concluded.	Patna—concluded.	Saran ...	Gopalganj ...	...	...	0·03	...	0·41	0·05	0·16	0·09	...	...	0·61	...	...	...	0·45	0·40	...	...	0·25	0·06
			Siwan ...	...	...	...	0·31	...	0·08	0·05	...	...	...	0·20	...	0·32	...	0·40	...	...	...	0·17	...
			Ekma ...	...	...	0·18	0·11	...	0·80	0·16	...	...	...	...	...	...	...	...	...	...	...	...	0·35
			Chapra ...	...	...	0·02	...	0·70	0·60	...	...	...	...	0·03	...	0·12	...	0·96	...	...	0·62	...	0·07
			Hathwa ...	...	...	...	0·94	...	...	...	...	...	...	...	...	...	...	0·20	...	...	...	0·15	0·11
			Amnaur ...	...	...	...	0·63	0·19	0·03	...	...	...	...	...	...	0·03	...	0·50	0·10	...	0·14	0·50	0·01
			Basantpur ...	...	...	...	0·40	0·12	...	...	...	...	...	0·45	...	0·35	...	...	...	...	...	...	...
			Darauli ...	0·15	0·17	0·50	...	...	...	...	...	...	...	1·08	0·22	0·02	...	...	...	...	0·05	0·58	0·02
			Bhoreh ...	0·05	0·55	0·20	0·40	0·08	0·04	...	...	...	...	1·35	...	...	...	1·24	...	...	...	...	...
		Champaran ...	Motihari ...	...	...	0·11	...	0·27	0·20	...	...	...	...	0·15	...	...	0·02	0·10	0·07	...	0·02	0·15	...
			Bettiah ...	...	...	0·20	...	0·30	0·40	...	...	...	...	0·70	...	...	0·40	0·14	0·17	...	0·20	0·50	...
			Bagaha ...	...	...	...	...	...	0·09	...	...	0·09	...	0·02	...	...	...	0·30	0·22	...	...	0·12	...
			Burnurwa ...	...	...	...	...	...	0·16	0·07	...	0·04	...	0·07	...	...	0·15	0·09	1·04	...	...	...	...
			Ramnagar ...	...	...	...	...	...	0·14	...	...	...	...	...	...	...	...	0·82	...	...	...	...	...
		Muzaffarpur ...	Sitamarhi ...	0·20	...	...	...	...	0·11	0·22	0·23	...	0·52	0·20	...	...	...	...	...	...	...	...	...
			Muzaffarpur ...	...	...	...	...	0·10	0·07	0·06	0·02	0·05	...	...	0·04	0·01	0·43	...	...	...	...	...	0·28
			Hajipur ...	...	...	0·14	...	1·36	0·56	...	0·09	...	...	...	...	0·02	...	0·15	0·02	...	0·40	0·13	...
			Paru ...	...	...	...	...	0·11	...	...	...	...	...	...	...	...	...	0·30	...	...	0·12	...	...
			Mahuwa ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			Shiuhar ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0·15	0·10	...
			Pupri ...	...	...	...	0·10	...	...	...	...	...	...	0·72	...	...	...	0·09	...	...	...	...	...
		Darbhanga ...	Tajpur (Samastipur).	0·06	0·15	0·14	0·02	...	0·31	0·05	0·60	0·48	...	0·11	0·02	0·01	0·11	0·01	...	...	0·66	...	0·46
			Darbhanga ...	...	...	0·18	0·08	0·15	0·09	0·14	0·08	...	...	0·01	...	...	0·34	...	...	...	...	...	...
			Madhubani ...	0·07	...	...	0·04	0·17	0·02	...	...	...	...	0·11	...	...	0·01	...	...	...	...	0·10	...
			Bahera ...	...	0·05	0·14	0·09	...	0·10	0·28	0·25	...	...	...	...	...	0·35	...	...	...	...	...
			Rosera ...	...	...	...	0·40	...	0·47	...	...	0·59	...	0·11	...	...	...	0·23	...	2·30	0·04	0·20	0·03
	Bhagalpur.	Monghyr ...	Begusarai ...	0·11	0·39	0·75	...	0·16	0·77	0·16	0·97	0·17	...	0·04	0·06	0·20	...	...	...	...	0·88	0·02	0·12
			Monghyr ...	...	...	0·89	...	0·13	0·43	0·19	0·69	0·23	...	0·33	0·08	0·05	0·02	...	...	...	1·30	0·04	...
			Jamui ...	1·15	0·61	0·28	...	1·11	0·5	0·11	0·14	0·05	...	0·54	0·73	...	...	...	...	...	0·30	0·05	...
			Gogri ...	...	...	...	0·15	...	...	...	0·12	0·33	...	...	...	0·12	0·35	...	...	...	...	...	...
			Jamalpur ...	0·42	0·22	0·59	...	0·12	0·68	0·34	0·76	0·07	...	0·18	0·73	0·06	...	...	...	...	0·98	...	0·04
			Shaikhpura ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			Chakai Bamda	0·29	0·31	0·91	0·01	...	0·70	0·06	0·21	0·12	0·05	0·01	0·31	...	...	...	...	...	0·80	0·56	0·78
			Chupreon ...	0·08	0·30	0·48	0·07	...	...	0·28	0·42	...	...	0·73	...	...	0·35	...	...	...	0·18	...	...
			Sidhour ...	0·80	0·59	0·13	...	1·00	0·35	0·32	0·13	...	...	0·45	0·10	0·24	...	...	...	...	0·70	0·25	0·55
			Khargpur ...	...	...	0·29	...	0·87	0·33	0·22	1·50	0·22	0·15	0·25	0·32	...	...	...	...	...	0·31	...	1·40
		Bhagalpur ...	Madhipura ...	0·02	0·03	0·56	0·12	0·05	0·08	0·04	0·68	...	...	0·10	...	0·03	...	1·05	0·19	...	0·01	...	...
			Bongaon (*Syfabad*).	...	...	0·75	...	...	...	0·70	...	...	...	0·40	...	...	0·58	0·33	...	...	...	...	...
			Supaul ...	0·18	...	...	0·30	0·50	0·02	0·01	0·40	...	...	0·36	...	...	...	0·54	...	...	...	...	...
			Pratapganj ...	...	...	...	...	...	...	0·03	0·24	0·19	...	...	0·07	0·06	...	...	...	...	0·16	...	...
			Bhagalpur ...	...	0·01	0·08	0·03	0·61	0·42	0·09	0·69	...	...	0·04	0·31	...	0·50	...	...	...	0·51	0·42	0·01
			Banka ...	...	...	1·70	...	2·08	0·79	0·11	0·43	...	...	0·43	...	...	...	...	0·09	...	1·86	...	0·72
			Colgong ...	...	...	...	...	0·78	0·26	...	0·55	0·10	...	0·52	0·72	0·05	...	0·30	0·08	...	0·99	...	0·37
			Bansil ...	0·15	0·11	0·30	0·21	0·32	0·85	0·32	0·30	1·21	0·09	1·11	...	...	...	1·04	...	1·03	1·11	...	0·75
		Purnea ...	Kishanganj ...	...	...	0·22	...	...	0·25	...	1·11	...	...	0·02	0·03	...	...	0·85	...	...	...	...	...
			Araria ...	...	...	...	0·39	0·06	...	...	...	0·50	...	0·15	...	...	0·02	0·36	...	...	...	...	...
			Purnea ...	0·04	...	0·76	1·41	...	0·04	0·07	0·67	...	...	0·05	...	...	0·02	...	...	...	0·42	...	0·10
			Gondwara (*Korah*).	...	0·76	0·26	...	...	0·35	0·25	...	...	0·47	...	0·06	...	...	...	...	...	...	...	0·30
			Barsoe ...	...	...	0·30	1·30	0·80	0·20	0·10	0·20	...	0·30	0·80	...	...	...	...	...	...	0·08	...	...
			Forbesganj ...	...	...	...	...	...	0·33	...	0·30	0·15	...	0·05	...	...	...	1·20	...	...	0·15	...	...
			Kaliaganj ...	...	...	...	...	...	...	0·20	1·30	0·30	...	...	...	...	0·57	...	...	...	...	...
		Malda ...	Malda ...	...	0·38	0·20	0·18	0·21	0·02	0·02	0·41	...	...	0·75	0·19	...	0·02	...	0·09	0·06	0·16	0·03	0·71
			Chanchal ...	...	0·21	0·17	0·21	...	...	...	1·11	...	...	...	0·31	...	...	...	0·22	...	0·18	...	...
			Gajol ...	...	0·71	0·80	0·25	...	0·12	0·16	...	...	...	...	...	...	...	...	0·52	...	...	...	...
			Sibganj ...	...	0·15	1·38	0·12	0·58	0·07	1·10	...	...	...	0·40	0·36	...	0·30	...	0·33	...	...	1·00	...
		Sonthal Parganas.	Rajmahal ...	...	...	0·25	0·03	0·65	0·02	...	0·05	...	...	0·05	...	...	...	...	...	0·25	0·04	...	0·07
			Godda ...	0·12	...	...	...	0·74	0·95	...	0·40	...	1·37	0·07	0·10	0·08	0·05	0·05	0·70	...	1·13	0·02	0·10
			Pakaur ...	0·07	0·01	0·13	0·23	0·45	0·55	0·23	0·12	...	...	0·08	0·12	0·18	...	0·03	...	0·47	...	0·05	0·23
			Naya Dumka	0·73	0·71	0·18	0·14	0·23	0·33	0·14	0·03	...	0·06	0·06	0·41	0·12	...	0·15	...	0·01	0·68	0·83	1·03
			Deoghur ...	...	0·22	0·92	...	0·11	0·08	...	0·04	0·20	0·21	0·62	0·18	...	0·23	...	0·48	0·42	...	0·36	1·29
			Jamtara ...	0·40	0·65	0·65	0·10	0·52	0·30	0·08	0·94	0·13	2·02	0·15	0·32	0·56	0·01	...	...	0·03	0·18	2·01	1·89
			Mohagama ...	...	...	0·15	...	0·10	0·20	0·12	0·20	...	...	...	0·20	0·10	...	...	0·61	...	2·03	...	...
			Nanihat ...	0·40	0·20	3·20	0·40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			Assenboni ...	0·30	1·94	3·30	0·24	0·30	0·47	0·24	...	...	...	0·61	0·28	...	...	0·81	0·50	...	0·24	0·54	...
			Katikund ...	1·50	1·45	1·15	0·60	0·50	0·20	0·90	0·40	0·25	...	0·69	0·85	...	...	...	0·20	...	0·05	0·95	...
			Madhupur ...	0·31	0·75	0·26	0·03	1·31	0·47	0·20	0·35	0·09	0·03	...	0·05	0·13	0·04	0·31	...	...	1·14	0·96	1·31
			Sarwan ...	...	0·43	1·34	0·05	0·41	0·42	0·21	1·03	...	...	0·31	0·21	...	0·26	...	...	...	0·63	1·30	1·42
			Sarath ...	0·76	0·50	0·02	0·10	0·50	0·18	...	0·34	0·03	...	0·05	0·11	0·34	0·02	...	0·02	0·14	1·13	0·99	0·77
			Barkope ...	...	0·05	...	...	...	0·58	0·38	1·33	0·45	0·53	0·68	0·50	...	0·38	0·91	1·21	0·47	0·79	0·30	0·41
			Bhagya ...	0·56	...	...	0·45	...	0·50	0·24	...	...	...	0·63	0·74	0·81	0·49	...	...	...	0·79	...	...
			Mohespore ...	...	0·20	...	0·27	...	0·50	...	...	...	...	...	0·27	0·09	0·18	0·59	...	0·90	...	0·10	...
			Hiranpur ...	0·15	0·06	0·05	0·97	0·07	0·17	0·78	0·53	0·03	0·56	0·20	...	...	...	0·12	1·33	0·56	0·04	0·31	...
			Barharwa ...	...	0·04	0·72	0·09	0·58	0·12	0·95	0·05	...	...	0·15	0·77	0·12	0·54	...	...	...	0·59	0·47	0·12
			Sahibganj ...	0·08	0·51	...	0·11	...	0·08	0·07	0·27	...	1·59	0·50	...	...	0·09	...	0·07	...	0·36	...	...
			Bario ...	0·08	0·34	...	0·28	0·26	0·07	0·97	1·90	0·39	...	...	...	...	...	...	...	1·15	0·09	0·74	...
ORISSA.	Orissa.	Cuttack ...	Jagatsingpur	0·80	0·95	2·39	0·10	2·80	0·05	2·35	0·70	0·14	0·40	2·83	3·00	0·24	...	0·75	0·70	3·00	2·40	...	...
			Banki ...	0·82	0·03	0·04	0·56	0·41	1·32	1·07	0·05	0·24	0·46	2·52	1·38	...	...	...	0·28	0·05	2·43	1·45	...
			Cuttack ...	3·06	0·02	0·40	0·42	1·14	0·75	1·38	0·05	0·54	0·83	2·00	0·93	0·12	...	0·03	0·69	0·22	3·32	1·35	...
			False Point ...	2·10	0·11	0·85	0·02	0·46	0·54	3·44	0·63	...	2·73	0·60	2·05	...	...	...	0·08	1·28	3·02	1·92	...
			Kendrapara ...	0·46	0·25	0·15	0·87	0·67	2·70	0·27	0·39	0·43	1·47	2·40	1·38	0·76	...	...	...	1·28	3·72	1·24	...
			Jajpur ...	1·32	...	0·25	0·11	0·53	0·23	0·65	0·32	0·40	1·18	1·98	1·96	0·93	...	0·23	0·27	0·20	3·84	1·82	...
			Dharmsala ...	...	0·50	0·28	0·70	0·83	0·70	1·40	0·35	1·25	3·48	1·15	0·86	...	...	0·42	0·80	3·45	2·45	...	0·3
			Salipur ...	1·22	0·55	0·32	0·30	0·53	0·32	0·42	0·21	0·38	1·25	2·00	1·30	0·45	...	...	0·27	0·37	2·40	1·46	...
		Balasore ...	*Pal Lahara* ...	2·42	1·10	0·08	1·48	1·10	0·55	1·03	0·15	0·02	1·61	1·40	0·47	1·08	0·95	0·72	1·33	0·10	2·48	1·18	0·95
			Akhyapada ...	1·36	0·02	0·05	0·27	0·31	0·30	0·90	0·09	0·19	2·12	2·28	2·38	1·42	...	0·30	0·13	0·10	3·58	2·90	...
			Chandbali ...	0·84	0·98	...	0·15	0·42	0·30	0·06	0·83	0·30	3·70	2·85	1·73	...	...	...	0·16	0·90	2·18	2·90	...
			Bhadrak ...	2·20	...	0·19	0·12	0·14	0·20	0·35	0·09	0·11	1·20	1·80	2·03	1·04	...	...	0·06	0·31	1·22	2·62	...
			Soro ...	0·85	...	...	0·05	0·12	0·01	0·03	1·32	0·18	0·42	0·68	2·15	0·75	...	...	0·31	0·20	3·45	2·00	...
			Balasore ...	0·25	...	...	...	0·35	0·60	...	0·04	0·58	0·05	1·46	0·76	0·40	...	0·22	0·08	1·45	3·52	1·62	0·04
			Jellasore ...	0·78	0·21	0·11	...	2·64	0·08	0·70	1·00	0·07	0·34	0·36	1·07	0·33	...	...	0·02	0·82	1·71	2·49	0·06
			Baripada ...	0·36	0·28	0·05	0·02	...	...	0·08	0·22	0·05	1·60	2·35	1·20	0·14	...	...	...	...	3·80	3·83	0·02
		Puri ...	Puri ...	1·50	...	...	0·27	0·28	0·39	0·66	2·06	...	1·09	5·37	0·82	...	...	...	0·40	0·24	4·81	0·21	...
			Khurda ...	2·26	...	0·23	1·01	0·44	0·44	...	...	...	0·30	2·48	2·52	...	0·06	...	0·41	0·20	2·66	1·54	0·02
			Bhanpur ...	0·20	...	...	0·05	0·02	0·10	...	0·17	0·10	0·55	3·80	1·02	...	0·10	...	0·40	0·08	1·24	0·74	...
			Gop ...	0·60	...	...	...	1·00	0·16	0·21	...	...	1·30	4·23	1·83	0·08	...	0·17	1·09	0·77	6·20	0·51	...
			Satpara ...	0·10	...	...	0·20	...	0·60	...	1·10	0·50	0·90	1·60	0·33	...	...	...	0·40	0·16	4·50	0·54	...
			Pipli ...	4·00	...	...	0·33	0·86	0·20	0·13	0·19	0·27	1·05	2·77	1·19	0·07	...	0·01	0·94	0·21	6·81	1·16	...
			Nayagarh ...	...	...	0·68	0·12	0·08	0·04	...	0·40	1·15	2·11	0·07	...	...	...	0·31	0·09	1·24	2·08	...	...
			Ranpur ...	1·45	...	...	...	...	0·05	0·62	0·50	0·15	0·88	2·65	0·38	0·10	0·02	...	0·41	0·21	2·75	0·91	...
			Kanas ...	...	...	0·08	0·60	0·22	0·10	1·91	...	1·35	1·10	2·27	...	...	...	0·10	0·25	0·35	4·10	1·23	...

in Bengal in August 1900—*continued.*

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days.	Average number of rainy days.	Total rainfall for the month.	Average rainfall for the month.	Heaviest rainfall during the month.	Total rainfall from 16th May 1900 up to 31st August 1900.	Average rainfall from 16th May up to 31st August.	Station.	District.	Division.	Meteorological Division.
...	...	...	2·79	0·13	...	...	...	0·28	...	...	9	11·59	5·71	10·77	2·79	23·92	31·60	Gopalganj ...	Saran.	Patna—*concluded.*	Bihar—*concluded.*
...	...	...	0·66	0·12	0·76	1·07	...	0·38	...	...	10	14·04	4·52	11·54	1·07	20·10	31·72	Siwan.			
...	...	...	6·30	0·40	...	...	0·55	0·52	...	...	9	?	9·37	?		6·30	28·30	*Ekma.*			
...	...	...	1·82	0·30	...	0·35	0·37	0·49	...	0·10	10	12·65	6·55	10·37	1·82	24·94	29·59	Chapra.			
...	...	...	1·22	0·03	...	0·47	...	0·44	...	...	8	?	4·96	?	1·22	25·86	?	*Hathwa.*			
...	...	...	1·80	0·90	...	0·22	0·50	0·30	0·60	1·10	13	?	7·55	?	1·80	24·06	?	*Amnaur.*			
...	...	...	4·50	0·18	...	0·52	...	0·96	...	...	8	?	7·48	?	4·50	22·95	?	*Basantpur.*			
...	...	...	2·10	0·50	...	0·95	...	...	...	...	9	?	6·34	?	2·10	20·61	?	*Darowlee.*			
...	...	...	0·75	0·35	...	...	...	0·21	...	...	8	?	5·18	?	1·35	27·72	?	*Bhoreh.*			
...	...	0·07	3·95	0·15	...	...	0·03	0·35	0·47	0·03	11	13·25	6·74	12·19	3·95	28·67	36·68	Motihari ...	Champaran.		
0·20	...	...	3·97	0·16	...	0·43	0·33	1·18	0·40	0·55	17	12·64	10·23	12·30	3·97	28·81	36·54	Bettiah.			
...	...	...	1·95	0·02	0·37	...	...	0·78	0·93	0·10	8	15·55	4·99	15·84	1·95	22·47	47·53	Bagaha.			
0·23	...	...	4·44	0·26	...	0·16	0·11	1·14	...	...	9	12·82	7·96	12·49	4·44	26·65	34·37	Burhurwa.			
...	...	...	0·05	0·30	0·02	0·90	...	0·41	0·34	0·15	8	?	3·73	?	0·90	32·20	?	*Ramnagar.*			
...	...	0·17	1·94	0·56	...	...	0·19	1·06	0·22	0·05	12	11·64	5·76	10·13	1·94	38·35	32·88	Sitamarhi	Muzaffarpur.		
...	...	0·02	1·06	0·24	0·02	0·50	0·34	0·32	...	...	8	13·31	3·56	10·28	1·06	27·39	31·53	Muzaffarpur.			
...	...	...	1·22	0·21	0·09	0·37	0·25	0·60	...	...	11	14·08	5·61	10·42	1·36	21·77	30·54	Hajipur.			
...	...	...	1·72	...	...	...	...	...	...	...	...	12·64	...	13·14	...	...	32·63	Paru.			
...	...	...	...	...	...	...	...	...	...	...	...	12·50	...	11·75	...	...	32·85	Mahuwa.			
...	...	...	3·00	...	...	...	0·30	1·00	0·50	...	6	10·90	5·05	11·20	3·00	25·74	30·79	Shiuhar.			
...	...	0·25	1·98	0·50	...	...	0·50	1·02	...	...	7	13·88	4·26	11·89	1·98	24·03	36·32	Pupri.			
0·05	0·02	0·09	0·54	0·02	...	1·81	0·38	0·70	0·01	0·02	13	12·64	6·83	10·51	1·81	26·98	31·77	Tajpur (Samastipur).	Darbhanga.		
0·25	0·03	0·19	0·68	0·52	0·02	0·10	0·26	0·77	...	...	11	14·20	3·89	12·47	0·77	28·35	33·67	Darbhanga.			
...	0·15	0·28	0·55	1·25	...	0·18	0·07	0·99	0·51	...	10	14·40	4·51	11·90	1·25	28·78	34·06	Madhubani.			
...	...	0·45	0·30	0·44	...	0·61	0·56	...	...	...	10	14·73	3·62	15·31	0·61	26·78	37·59	Bahera.			
...	0·03	...	0·98	...	0·40	1·30	1·40	0·50	0·50	...	12	14·60	8·58	14·34	2·30	34·41	34·18	Rosera.			
...	...	0·07	0·06	...	...	0·75	3·25	0·93	1·87	0·37	16	13·27	12·10	10·34	3·25	41·16	29·96	Begusarai ..	Monghyr ...	Bhagalpur.	
...	...	0·05	0·17	...	...	0·24	1·28	0·79	1·41	0·33	14	14·08	8·65	13·31	1·41	33·22	34·02	Monghyr.			
...	...	...	0·71	0·08	...	0·05	0·50	0·30	...	...	13	14·35	7·22	11·47	1·15	34·17	33·13	Jamui.			
...	...	6·20	...	...	...	0·37	0·43	0·82	2·19	...	10	11·18	11·48	13·32	6·20	43·42	39·14	Gogri.			
...	0·23	...	...	...	...	0·06	0·21	2·96	1·87	0·29	15	?	9·91	?	2·96	42·65	?	*Jamalpur.*			
...	...	...	0·80	...	...	...	0·72	...	...	...	2?	10·73	1·52?	11·96	0·80	17·91?	32·67	Shaikhpura.			
0·01	...	0·19	0·19	0·22	0·26	1·44	0·20	...	0·25	0·01	17	?	7·91	?	1·44	32·71	?	*Chakai Ramda*			
...	0·14	...	...	0·35	...	0·59	0·55	0·95	0·08	...	11	?	5·35	?	0·95	34·98	?	*Chupreon.*			
...	...	...	0·15	0·09	...	1·17	0·27	...	...	...	10	?	7·29	?	1·17	27·08	?	*Udhaur.*			
...	...	0·11	...	...	...	0·36	1·15	...	1·12	0·95	16	?	9·46	?	1·50	33·49	?	*Khargpur.*			
0·02	0·05	0·14	0·12	1·15	...	1·16	0·57	0·47	0·20	0·54	14	14·19	6·98	12·05	1·16	38·70	35·88	Madhipura ...	Bhagalpur.		
...	...	0·11	...	0·53	...	...	...	2·38	...	...	8	?	6·28	?	2·38	...	?	Bongaon (*Syfabad*).			
...	...	0·28	0·30	0·31	0·13	1·25	0·08	1·35	0·15	...	13	14·32	6·85	12·78	1·95	44·84	35·75	Supaul.			
...	0·40	0·15	...	0·49	...	0·34	0·33	0·10	0·97	...	10	13·18	3·53	13·29	0·97	38·11	42·06	Protabganj.			
0·01	1·94	2·49	...	0·04	0·05	0·04	2·15	...	2·36	0·69	11	13·62	13·09	10·80	2·49	50·68	32·76	Bhagalpur.			
...	0·23	0·30	...	...	2·94	1·00	0·88	...	0·40	...	14	15·81	13·96	10·59	2·94	43·87	31·80	Banka.			
...	0·22	...	0·07	...	0·60	...	0·55	0·60	...	...	13	13·64	6·77	10·50	0·99	46·37	34·44	Colgong.			
...	0·50	...	...	...	1·72	0·83	1·18	...	1·00	...	19	?	14·23	?	1·72	39·79	?	*Bansil.*			
...	0·25	0·06	...	...	...	0·80	0·30	0·85	0·70	0·65	10	17·08	6·09	16·65	0·85	57·92	54·53	Kishanganj ...	Purnea.		
...	0·25	...	...	0·50	...	0·44	0·46	1·02	0·26	0·06	9	15·32	4·17	14·85	1·02	45·49	48·36	Araria.			
...	0·11	1·07	0·09	...	...	0·18	0·43	0·03	0·13	0·06	10	17·16	5·68	13·20	1·41	51·63	42·55	Purnea.			
...	...	...	0·54	...	3·80	1·00	0·22	1·14	...	...	11	14·33	9·15	12·07	3·80	62·27	39·88	Gondwara (Korah).			
...	...	...	...	0·12	...	...	...	0·30	0·25	0·45	13	?	5·30	?	1·30	48·26	?	*Barsoe.*			
...	0·60	...	0·05	...	...	...	...	2·70	0·72	...	7	?	6·15	?	2·70	49·45	?	*Forbesganj.*			
...	1·10	1·20	...	...	...	...	1·10	0·40	4·00	...	9	18·78	10·27	21·43	4·00	60·04	66·39	Kaliaganj.			
0·26	...	1·11	0·43	...	0·48	0·85	0·03	...	0·15	1·24	16	14·31	8·28	10·35	1·24	33·62	35·71	Malda ...	Malda.		
...	...	0·63	...	...	0·41	0·37	...	...	1·42	0·54	12	15·53	5·78	12·08	1·42	43·88	41·28	Chanchal.			
...	...	3·05	...	...	...	0·45	...	...	0·72	1·18	10	14·64	7·97	12·10	3·05	50·04	37·92	Gajol.			
...	...	...	...	0·06	...	...	...	...	...	1·13	12	15·27	7·68	10·17	1·38	39·51	35·40	Sibganj.			
0·06	...	0·45	...	0·14	0·78	0·22	0·13	...	...	0·15	11	14·00	4·84	10·19	0·95	28·06	35·28	Rajmahal ...	Sonthal Parganas.		
...	0·03	...	...	...	0·45	0·77	0·67	0·12	2·12	0·05	14	14·57	10·09	10·72	2·12	38·03	32·85	Godda.			
...	...	0·25	...	0·04	0·63	0·25	0·11	...	0·55	1·30	16	15·20	6·09	12·00	1·30	33·30	39·50	Pakaur.			
...	...	...	...	2·06	1·18	0·53	0·72	...	0·37	0·13	18	18·20	10·73	13·63	2·06	36·05	38·93	Naya Dumka			
0·06	...	...	...	...	0·38	0·42	...	...	...	...	14	15·88	6·22	12·12	1·29	32·24	36·07	Deoghur.			
...	...	0·03	0·30	...	0·23	0·48	0·24	...	0·01	0·09	19	17·50	12·41	12·72	2·01	26·52	38·76	Jamtara.			
...	...	...	...	...	0·07	0·91	2·01	...	0·72	...	12	?	7·42	?	2·01	42·95	?	*Mohagama.*			
...	...	...	...	...	...	...	...	...	...	...	...	10·45	...	8·34	...	...	28·19	Nanihat.			
...	...	...	1·08	1·44	0·20	0·20	...	0·95	...	0·06	18	?	13·70	?	3·30	36·45	?	*Assenboni.*			
...	...	...	0·15	...	2·35	1·35	...	2·45	...	0·15	18	?	16·05	?	2·45	42·78	?	*Katikund.*			
...	...	0·12	0·11	0·76	0·85	...	0·69	...	0·66	...	18	?	10·93	?	1·31	31·03	?	*Madhupur.*			
...	...	...	0·84	0·41	2·07	0·35	0·19	...	0·29	...	18	?	12·21	?	2·07	29·92	?	*Sarwan.*			
...	...	0·39	1·55	...	0·85	0·27	0·34	...	...	0·17	18	?	9·87	?	1·55	25·24	?	*Sarath.*			
0·10	...	...	...	...	...	0·75	...	0·40	0·15	0·25	19	?	10·42	?	1·33	45·19	?	*Barkope.*			
...	...	...	0·66	...	0·44	...	0·54	...	...	...	12	?	6·85	?	0·81	36·14	?	*Bhagya.*			
...	...	...	...	0·33	0·79	0·74	0·64	...	0·21	0·29	13	?	5·91	?	0·90	34·12	?	*Mohespore.*			
...	...	0·13	0·43	0·85	1·72	...	...	...	...	...	...	?	...	?	...	...	?	*Hiranpur.*			
...	...	...	0·23	0·05	0·83	0·20	1·02	0·18	0·09	0·06	16	?	7·97	?	1·02	41·65	?	*Barharwa.*			
0·70	0·07	...	...	...	0·50	0·56	...	4·52	...	...	10	?	10·06	?	4·52	48·88	?	*Sahibganj.*			
...	...	...	...	0·24	0·25	1·00	0·44	...	...	0·67	13	?	9·07	?	1·90	49·88	?	*Bario.*			
...	...	...	0·10	0·30	0·10	0·90	1·50	0·20	...	...	22	13·63	26·61	11·33	3·00	45·31	33·00	Jagatsingpur	Cuttack.	Orissa.	Orissa.
...	...	...	0·65	0·07	0·02	0·43	0·50	...	0·06	...	15	14·92	14·64	10·84	2·52	31·17	34·27	Banki.			
...	0·16	...	0·73	0·04	...	2·42	...	0·57	...	...	19	16·15	21·17	12·37	3·32	34·45	39·87	Cuttack.			
...	...	0·10	...	...	0·02	2·13	0·10	...	...	0·12	17	16·00	22·60	13·56	3·44	46·89	39·91	False Point.			
...	...	...	...	...	0·53	1·07	0·23	0·47	0·17	0·28	22	15·24	20·94	12·71	3·72	37·96	37·26	Kendrapara.			
...	...	...	0·08	...	2·49	1·40	0·15	...	...	...	20	14·79	20·34	11·59	3·84	46·29	37·70	Jajpur.			
0·05	0·15	0·29	0·15	0·45	2·24	0·30	...	...	...	2·75	23	15·00	25·28	12·72	3·48	58·12	38·45	Dharmsala.			
...	...	...	0·40	0·67	0·05	4·06	0·11	...	...	...	21	15·40	19·04	13·69	4·06	35·62	38·34	Salipore.			
...	0·10	0·02	0·08	0·12	...	...	3·45	...	...	...	20	?	23·67	?	3·45	60·71	?	*Pal Lahara.*			
0·10	...	0·11	...	0·59	2·48	2·52	0·01	...	...	...	20	14·92	24·55	12·90	3·58	59·27	35·12	Akhyapada ...	Balasore.		
...	...	...	...	0·16	0·05	1·05	0·07	1·56	...	...	17	14·52	21·19	11·47	3·70	53·59	34·14	Chandbali.			
...	...	0·22	...	...	...	0·98	...	...	...	0·11	17	14·12	15·69	11·00	2·62	40·63	36·13	Bhadrak.			
0·75	...	0·89	...	...	1·05	1·07	...	...	...	0·15	17	15·09	17·31	10·44	3·45	43·35	33·55	Soro.			
...	...	0·48	0·82	0·10	0·65	5·30	...	...	...	0·14	17	16·00	19·23	11·09	5·30	45·10	37·43	Balasore.			
...	...	0·02	...	...	5·12	3·81	...	...	1·22	1·35	17	13·91	24·29	10·71	5·12	38·71	36·06	Jellasore.			
0·06	...	...	...	...	1·30	1·00	...	1·30	1·08	0·10	14	16·94	18·94	11·06	3·83	35·73	38·37	Baripada.			
...	0·05	...	2·50	1·62	0·20	0·24	...	0·88	...	...	18	13·27	23·49	10·38	5·37	37·75	37·27	Puri ...	Puri.		
...	0·04	...	1·25	0·23	0·07	...	...	0·09	...	2·48	15	16·85	18·78	12·54	2·66	35·49	37·49	Khurda.			
0·08	1·38	...	1·20	0·17	0·13	0·37	0·48	1·25	0·08	0·68	20	15·24	14·99	11·84	3·80	32·01	31·54	Banpur.			
...	...	...	...	1·60	0·51	0·38	0·36	0·07	...	1·40	17	14·00	22·57	12·06	6·20	38·31	34·21	Gop.			
...	...	...	0·25	...	0·24	0·25	0·12	1·56	...	...	17	?	14·35	?	4·52	31·10	?	*Saipara.*			
...	...	...	...	0·46	2·45	0·25	1·09	0·50	...	...	19	15·70	25·00	13·58	6·81	41·78	35·67	Pipli.			
0·20	...	1·27	0·03	0·05	...	0·02	0·03	0·03	...	0·43	11	?	10·43	?	2·11	30·50	?	*Nayagarh.*			
...	...	...	0·60	0·04	0·03	0·10	0·70	1·20	...	...	15	?	13·19	?	2·65	35·05	?	*Ranpur.*			
...	...	...	1·13	1·40	1·00	0·42	0·82	0·37	...	...	18	?	19·30	?	4·10	41·29	?	*Kanas.*			

Table of rainfall recorded at statior

Meteorological Division.	Division.	District.	Station.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Chota Nagpur.	Chota Nagpur.	Hazaribagh ...	Pachamba (*Giridih*).	0·38	0·83	0·09	0·46	0·71	0·97	1·38	0·55	0·19	0·67	0·61	0·37	0·35	0·21	...	...	...	0·31	0·98	1·52
			Hazaribagh ...	0·54	0·58	...	0·02	0·08	0·14	0·21	0·04	...	0·07	0·24	0·37	0·14	0·02	...	...	0·06	0·22	2·22	1·01
			Barhi ...	0·25	0·40	...	0·21	...	0·32	...	0·33	...	...	0·43	...	0·31	...	...	0·07	0·14	0·13	1·36	1·00
			Chatra ..	0·06	0·37	...	1·08	0·11	0·03	0·04	0·03	...	...	0·39	0·06	...	0·05	...	1·30	0·36	1·27	1·13	0·18
			Karagdeha ...	...	1·80	0·23	...	...	1·10	...	...	...	...	...	...	...	...	...	...	...	1·41	2·82	0·59
		Ranchi ..	Ramgar ...	1·50	...	0·02	...	0·05	5·50	0·30	...	...	0·40	1·20	...	...	...	...	...	0·30	0·40	0·05	...
			Lohardaga ...	0·30	0·42	...	...	0·56	0·38	0·25	0·15	0·08	...	0·72	0·14	0·31	...	...	0·20	...	0·83	2·17	1·34
			Ranchi ...	0·31	1·20	0·90	...	0·20	0·40	0·50	0·55	0·24	0·50	...	0·50	0·35	...	...	...	...	1·16	2·74	...
			Silli ...	0·22	0·70	0·35	...	0·40	0·65	0·30	0·52	...	0·62	1·50	...	...	...	...	...	...	...	1·45	...
			Palkot ...	0·43	1·16	0·05	0·06	2·02	0·33	0·55	0·76	0·20	0·05	0·95	0·24	0·71	0·05	0·21	0·38	0·31	0·54	5·55	0·77
			Bano ...	2·50	0·10	0·18	2·55	0·26	0·65	1·41	0·20	0·21	0·20	0·20	0·37	0·14	...	0·78	1·26	0·16	5·06	2·20	0·05
			Tamar ...	...	...	...	...	...	0·49	0·78	0·08	...	0·68	0·56	0·50	0·15	0·32	...	0·12	0·19	0·51	3·05	0·19
			Kurdeg ...	5·00	0·33	...	1·00	...	1·65	1·32	0·40	1·00	1·20	0·40	1·50	1·05	1·70	0·15	0·30	1·50	1·10	1·30	...
			Chainpur ...	1·57	0·02	...	0·57	0·47	0·48	0·37	0·35	0·03	0·35	0·25	0·61	0·05	0·52	0·07	0·23	0·17	2·56	0·73	0·02
			Sirguja ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			Jashpur ...	2·71	0·56	0·36	1·15	1·14	1·72	0·13	0·39	0·09	0·30	0·76	0·85	0·30	0·15	0·03	0·26	0·33	1·78	1·59	0·22
			Gangpur ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Palamau ...	Palamau (*Daltonganj*).	...	0·32	0·51	0·19	1·16	1·12	0·77	...	0·40	...	0·35	0·29	0·04	...	...	1·10	0·11	0·70	1·13	0·59
			Balumath ...	...	0·40	...	0·20	6·25	0·35	...	0·19	...	...	0·45	...	0·30	...	...	4·10	...	2·10	...	2·45
			Hussainabad ...	0·50	1·10	2·40	...	...	...	...	...	...	...	...	...	...	...	...	1·89	0·50	1·00	2·10	0·80
			Garhwa ...	0·18	0·40	0·22	0·58	0·15	1·09	0·12	0·25	...	...	1·14	0·31	...	...	...	...	0·48	0·33	1·06	0·62
			Mahuadand ...	0·20	0·72	0·08	...	0·92	0·34	0·13	0·68	...	...	1·10	0·06	...	...	0·07	0·81	...	1·68	4·20	1·12
			Panki ...	0·07	...	...	0·09	0·41	...	...	...	...	...	...	...	...	...	...	...	...	5·04	1·24	...
			Latehar ...	0·25	0·15	0·30	...	1·90	1·01	...	...	...	...	0·17	0·10	0·01	...	...	0·55	...	2·62	2·50	0·75
			Nagarutari ...	0·19	0·18	0·33	...	0·12	0·43	0·28	0·06	...	...	0·04	0·05	0·22	0·05	...	0·18	0·28	0·18	1·75	2·00
			Ranka ...	...	0·56	0·53	1·60	1·50	2·15	...	...	...	...	0·66	...	...	0·02	0·40	0·80	0·60	1·80	2·40	1·60
		Manbhum ...	*Chatterpur* ...	0·40	0·04	0·08	1·11	...	0·27	0·35	0·10	...	0·17	0·22	...	...	...	1·98	...	0·16	1·20	0·10	...
			Purulia ...	0·61	0·28	0·03	...	0·02	0·43	0·11	1·13	...	1·44	0·25	0·34	0·10	0·03	...	...	...	0·85	4·51	0·45
			Gobindpur ...	0·94	0·19	...	0·06	0·09	0·06	0·03	1·62	0·16	0·58	0·34	0·21	0·91	0·17	...	...	...	0·34	1·91	0·29
			Raghunathpur	...	0·40	...	...	...	0·15	...	0·40	...	1·20	0·20	1·00	0·25	...	...	...	...	1·10	2·50	0·55
			Barahabhum	0·70	0·60	...	...	...	1·65	0·05	...	0·10	0·02	0·70	0·40	0·64	0·20	...	...	0·45	0·35	4·30	0·10
			Jhalda ...	0·55	1·06	0·03	0·08	0·75	1·90	0·14	0·18	0·09	0·60	1·13	0·28	0·07	...	...	0·31	0·30	0·22	2·02	0·37
			Chas ...	0·30	...	...	...	...	2·13	0·20	0·31	...	0·54	0·24	...	1·74	...	...	...	0·21	0·17	2·13	...
		Singhbhum ...	*Pandra* ...	0·58	0·07	0·16	0·30	0·11	0·10	0·40	0·22	0·05	1·11	0·15	0·17	1·55	...	...	...	...	1·56	1·58	1·63
			Chaibassa ...	0·60	1·50	0·10	...	...	0·46	1·40	0·76	0·12	0·37	0·50	0·13	2·42	...	...	0·26	0·02	0·96	2·16	0·10
			Chakardharpur	0·51	0·82	0·05	0·04	0·02	0·44	0·33	0·40	0·12	0·73	0·34	0·45	2·17	0·01	0·01	0·10	0·13	0·60	3·80	0·52
			Ghatsila ...	1·20	...	1·14	...	...	0·30	...	...	0·71	0·10	0·20	1·30	0·30	0·14	0·18	...	0·41	1·70	1·15	0·20
			Baharagura ...	...	0·06	0·10	0·12	...	...	0·13	...	0·76	1·82	0·35	1·82	1·58	...	...	0·15	..	3·16	1·59	...
			Gailkura ...	...	2·60	...	...	1·21	...	1·40	0·26	0·20	...	1·35	...	0·77	...	...	...	...	1·35	4·10	...
			Kalikapur ...	...	...	1·10	0·16	0·24	0·98	0·62	0·40	0·87	0·26	1·10	...	...	...	...	...	1·13	0·22	...	...
			Monaharpur	0·13	2·49	0·36	0·04	2·10	0·53	0·23	0·75	0·05	0·07	0·35	0·12	0·05	...	...	0·05	0·04	2·02	2·53	...
			Katbari ...	...	...	...	...	...	...	...	...	...	...	...	...	0·80	...	1·00	...	...	1·00	1·30	...
			Seraikilla ...	...	...	...	...	0·50	1·75	0·50	0·25	0·50	0·75	0·25	...	0·59	...	...	...	0·50	...	1·60	0·10
			Kharsawan ...	0·22	0·09	1·70	...	0·65	0·60	1·18	...	0·35	0·37	0·39	1·08	0·21	0·18	...	...	0·72	0·40	1·50	0·22
		Orissa Tributary Mahals.	Keonjhar ...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			Anandpur ...	2·35	...	...	...	0·15	0·08	0·08	0·82	0·27	1·30	3·23	1·44	0·70	...	...	0·25	0·04	2·15	3·20	0·02
			Talchar ...	0·73	0·03	0·75	1·19	0·61	0·16	0·41	0·16	0·42	0·97	1·29	0·31	...	...	0·41	0·50	1·69	0·74	0·10	0·06
			Narsingpur ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			Angul ...	1·10	...	...	1·18	0·87	1·16	1·10	0·50	0·35	0·69	1·50	...	...	...	...	0·05	0·14	0·79	0·30	...
			Dhenkanal ...	1·27	0·23	...	0·41	1·16	0·20	1·20	...	1·90	0·26	1·72	1·60	...	...	0·18	0·52	0·38	2·30	1·80	...
			Bispara ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			Kunjabongarh	1·12	0·05	0·10	0·20	0·70	...	0·28	0·34	0·60	0·12	0·98	0·95	...	0·08	...	...	...	1·20	3·05	0·05
			Baramba ...	0·94	...	0·24	0·20	0·38	0·80	1·37	0·19	1·00	0·52	3·34	0·66	...	0·12	...	0·41	0·08	1·50	1·94	...
			Baisenga ...	1·38	0·20	...	0·16	1·48	0·46	0·16	0·39	1·26	0·33	0·74	2·29	0·05	0·30	0·40	0·60	0·25	2·12	1·38	0·06

Bengal in August 1900—*concluded.*

21	22	23	24	25	26	27	28	29	30	31	Number of rainy days.	Average number of rainy days.	Total rainfall for the month.	Average rainfall for the month.	Heaviest rainfall during the month.	Total rainfall from May 16th 1900 up to 31st August 1900.	Average rainfall from 16th May up to 31st August.	Station.	District.	Division.	Meteorological Division.
...	...	0·06	0·18	0·01	0·04	0·68	...	0·15	0·16	0·01	20	17·35	11·87	12·41	1·52	27·75	35·61	Pachamba (*Giridih*).	Hazaribagh.	Chota Nagpur.	Chota Nagpur.
...	0·02	0·14	0·61	0·38	0·15	3·82	0·74	0·29	...	2·51	18	17·69	15·72	13·11	3·82	30·92	36·40	Hazaribagh.			
...	0·21	...	0·22	0·04	1·12	1·82	...	...	...	0·25	16	16·00	8·81	13·35	1·82	27·83	34·15	Barhi.			
...	0·02	...	0·42	0·01	1·85	0·70	1·37	0·63	0·04	0·15	15	16·27	11·65	12·50	1·85	28·14	36·69	Chatra.			
...	...	...	...	...	...	2·91	0·42	...	0·40	...	9	15·09	11·68	14·21	2·91	34·34	40·01	Karaudeha.			
...	0·05	...	0·40	...	...	3·50	...	...	...	0·50	10	15·90	12·17	15·14	3·50	26·82	39·32	Ramgar.			
...	0·81	0·64	0·05	1·73	0·15	1·98	0·45	...	...	...	19	17·46	14·26	13·03	2·17	31·60	35·39	Lohardaga ..	Ranchi.		
...	0·02	0·50	0·24	0.85	...	1·75	0·82	...	0·08	...		17·69		13·84	2·74		38·48	Ranchi.			
...	...	1·20	0·39	0·45	...	3·15	0·08	...	...	...	14	13·33	11·98	14·08	3·15	30·23	37·19	Silli.			
...	..	...	0·71	0·08	0·07	2·05	0·98	0·06	...	0·03	19	?	19·10	?	5·55	44·69	?	*Palkot.*			
...	1·02	1·02	2·76	0·28	2·63	0·53	0·02	...	...	1·39	25	?	28·12	?	5·06	?	?	*Bano.*			
...	0·21	0·40	0·40	1·30	...	0·09	...	...	...	...		?		?			?	*Tamar.*			
...	...	...	...	0·40	...	1·50	...	0·05	0·30	0·72	21	?	24·07	?	5·00		?	*Kurdeg.*			
0·23	2·04	0·28	2·18	0·43	2·09	1·65	...	...	0·54	0·40	23	?	19·26	?	2·56	39·15	?	*Chainpur.*			
												19·31		21·99			49·81	Sirguja.			
...	0·98	0·59	0·15	0·09	1·72	0·60	0·03	...	0·60	0·65	25	19·57	20·23	16·01	2·71	44·92	45·35	Jashpur.			
												18·14		15·62			42·73	Gangpur.			
...	...	0·22	0·16	0·41	0·10	0·21	0·33	0·06	...	1·55	21	15·79	11·81	12·36	1·55	24·45	32·18	Palamau (*Daltonganj*).	Palamau.		
...	...	0·50	0·30	...	...	1·50	...	...	...	0·30	14	16·80	19·39	14·87	4·10	38·19	39·02	Balumath.			
...	...	...	0·60	1·70	0·33	...	1·12	0·30	...	0·13	14	12·50	14·47	13·13	2·40		35·81	Husainabad.			
...	...	0·10	...	1·05	0·17	...	0·18	0·09	...	0·58	19	15·50	9·10	15·84	1·14	24·91	35·38	Garhwa.			
0·01	...	1·21	0·24	0·37	0·01	2·95	1·30	0·05	...	2·68	17	?	20·93	?	4·20	44·67	?	*Mahuadand.*			
...	...	...	0·05	0·90	0·41	0·72	1·74	...	...	0·95	8	?	11·62	?	5·04	28·46	?	*Panki.*			
...	0·75	0·45	0·30	0·25	0·67	0·96	0·17	0·09	...	...	18	?	13·94	?	2·62	35·22	?	*Latehar.*			
...	...	...	0·07	1·97	0·36	0·08	1·80	0·10	0·10	1·38	18	?	12·20	?	2·00	23·24	?	*Nagarutari.*			
...	...	...	0·20	0·70	0·25	0·50	0·25	...	...	0·30	18	?	16·76	?	2·40	34·89	?	*Ranka.*			
...	0·05	...	...	0·56	0·10	1·89	0·10	...	0·10	0·12	17	?	9·81	?	1·98	28·82	?	*Chatterpore.*			
...	0·03	0·01	0·10	0·29	0·04	0·32	0·04	...	...	...	15	16·65	11·41	13·15	4·51	23·85	37·83	Purulia ...	Manbhum.		
...	...	...	...	0·02	0·11	0·78	0·09	...	...	...	14	17·04	8·87	11·96	1·91	27·79	37·74	Gobindpur.			
...	...	...	...	...	1·20	0·45	0·85	...	...	...	13	15·18	10·25	13·90	2·50	21·93	38·82	Raghunathpur.			
...	...	...	...	0·70	...	1·30	...	...	...	...	15	15·73	13·16	11·40	4·30	34·92	35·73	Barahabhum.			
...	0·22	0·41	0·05	...	0·08	1·80	0·30	...	...	0·05	18	15·82	13·59	15·66	2·02	29·32	39·05	Jhalda.			
...	2·05	0·40	...	...	...	3·10	...	0·40	...	...	14	17·36	13·92	13·43	3·10	26·41	36·95	Chas.			
...	0·02	0·05	...	0·35	0·28	0·86	0·10	...	...	...	18	?	11·40	?	1·63	26·62	?	*Pandra.*			
...	0·17	0·26	0·06	0·53	0·06	3·23	0·34	0·03	...	...	20	16·73	16·54	13·04	3·23	32·94	37·46	Chaibassa ...	Singhbhum.		
...	0·14	0·95	0·04	1·00	0·20	2·71	0·50	0·02	...	0·47	22	16·84	17·62	11·27	3·80	35·15	35·83	Chakradharpur.			
...	...	...	1·50	1·63	1·30	1·63	1·25	0·35	...	...	20	15·40	16·69	14·46	1·70	39·21	40·57	Ghatsila.			
...	...	...	...	0·02	1·55	0·20	...	...	1·30	0·85	15	13·80	15·47	10·88	3·16	36·93	36·38	Baharagura.			
...	...	0·50	...	0·20	...	4·30	1·10	...	...	...	13	?	19·34	?	4·30	50·17	?	*Gailkura.*			
...	...	...	...	...	...	2·17	...	...	...	...	12	?	9·25	?	2·17	29·49	?	*Kalikapur.*			
0·13	0·19	2·11	...	...	...	4·67	0·25	0·16	...	0·19	18	?	19·99	?	4·67	43·72	?	*Monahorpur.*			
...	...	0·80	...	...	1·30	...	...	...	...	0·70	7?	?	6·90?	?	1·30?	?	?	*Kathbari.*			
1·50	0·10	...	...	1·80	...	...	2·00	...	...	...	15?	?	12·60?	?	2·00?	?	?	*Seraikilla.*			
...	0·57	...	...	0·96	...	3·36	...	...	...	1·90	20	?	17·47	?	3·36	?		*Kharswan.*			
												12·00		5·89			22·16	Keonjhar ...	Orissa Tributary Mahals.		
0·06	...	0·08	0·04	...	0·04	1·08	...	...	...	0.02	12	?	17·40	?	3·23	40·65	?	*Anandpur.*			
...	...	0·48	0·32	...	1·49	...	...	...	0·18	2·61	21	13·29	15·61	10·43	2·61	44·60	35·21	Talchar.			
												15·50		8·83			29·51	Narsingpur.			
...	...	0·17	...	0·07	...	0·82	...	...	...	0·07	14	14·21	10·86	10·	1·50	25·46	33·49	Angul.			
0·20	...	...	0·80	...	...	1·28	...	...	...	...	18	16·57	17·41	12·17	2·30	33·48	39·03	Dhenkanal.			
												16·57		10·34			35·97	Bispara.			
0·07	0·03	...	0·55	...	...	0·20	0·55	2·02	0·02	0·04	16	14·93	13·30	9·66	3·05	31·94	32·24	Kunjabongarh			
...	...	...	0·85	0·30	0·10	0·50	0·58	0·10	...	...	21	?	16·12	?	3·34	35·89	?	*Baramba.*			
0·05	...	...	0·35	...	0·08	3·19	0·01	...	...	0·12	19	?	18·31	?	3·19	43·77	?	*Baisenga.*			

SUMMARY OF THE METEOROLOGICAL AND RAINFALL OBSERVATIONS TAKEN IN BENGAL, AND OF THE METEOROLOGICAL OBSERVATIONS TAKEN IN ASSAM, FOR THE MONTH OF AUGUST 1900.

General weather conditions from day to day.—On the 1st of August the cyclonic storm, which had formed at the head of the Bay, passed inland in the neighbourhood of Balasore. The distribution of pressure was naturally irregular, but the mean pressure was below the normal, except in the north-east of the province. The depression passed quickly to the north-west, but was accompanied by comparatively little rain in the districts through which it passed, while the parts of the province which were distant from its path were for the time being rainless. The influence of the storm had ceased by the 3rd of the month, and ordinary monsoon conditions then prevailed. Pressure on that date was everywhere below the normal, and though a general rise took place, continued to be so till the 6th, when the whole province came once more under the influence of high pressure. With the re-establishment of ordinary monsoon conditions rainfall became fairly general, though for the most part light. Temperature had in the meantime varied irregularly, and on the morning of the 6th the deviation from the normal was nowhere great, though there was a slight excess in the northern parts of the province. After the 6th pressure began to give way, and weather conditions becoming unsettled again at the head of the Bay, finally led to the formation of a small cyclonic storm off the Orissa coast. The storm developed but slowly and did not reach its greatest intensity before the morning of the 11th, when its centre was in the immediate vicinity of False Point. It crossed the coast on the same day and passed rapidly inland in the direction of the Central Provinces. Pressure distribution owing to the storm became again very irregular, and pressure fell of course largely below the normal in the immediate vicinity of the depression. Even in those parts of the province more remote from its influence it continued comparatively low, and on the morning of the 12th was below the normal everywhere, except in the extreme north-east of the province. During this period the rainfall, except in Orissa, was exceedingly light. The effect of the storm was to divert the monsoon current to the extreme south-west of the province; and as the depression passed through Orissa, the greater part of Bengal escaped its influence altogether. Owing to the lightness of the rainfall, temperature also rose considerably, and on the 10th was in excess over the whole province. A slight reaction then took place; but though the temperature reverted generally to the normal by the 12th, it still continued in moderate excess in North Bengal and Assam. On the 13th ordinary monsoon conditions had again re-established themselves, and pressure was only in slight defect—a defect which by the next day had for the most part disappeared. Though the gradient was, however, normal over the Bay itself, over the province the pressure was very uniform, and rainfall continued to be light. On the 15th weather again became unsettled at the head of the Bay, and a cyclonic storm gradually formed which reached its greatest intensity on the morning of the 18th, when at 8 A.M. its centre was slightly to the south-west of Saugor Island and moving in the direction of Balasore. The storm proved to be one of exceptional severity for the period of the year, the lowest recorded pressure being at Balasore, near which station the centre passed at about 5 P.M. on the 18th, the barometer then reading 28·874. From the records obtained from the various light-ships, it would appear, moreover, that a calm area existed in the central region of the storm, a characteristic usually absent from the cyclonic storms which form during the rainy season. The storm was not beneficial as far as the rainfall of the province was concerned; for, with the exception of Orissa, where heavy rain fell for many days in succession, and Chota Nagpur and South-West Bengal, which received moderate rain during the passage of the depression inland, the remainder of the province both during the development of the storm and while it was moving across the land area was almost entirely rainless. The effect also on the temperature was very marked. From the 13th a general rise began, which was arrested and converted into a fall first in Orissa on the 15th and in South-West Bengal and Chota Nagpur on the 16th, but which in the rest of the province continued unchecked till the 19th. On this date temperature was in general excess, except in South-West Bengal, Orissa and the eastern half of Chota Nagpur. Pressure fell throughout during the development of the depression, and on the 18th was everywhere in large defect. On the 19th, as the storm passed eastward, a sharp recovery took place in the eastern districts, which was followed on the 20th by an equally sharp recovery in the west of the province. The result of these changes was that pressure which on the morning of the 14th had been nearly normal was on the 20th almost everywhere in slight to moderate defect, the defect being greatest in Bihar. From this date till the 23rd pressure, though varying irregularly, generally showed an upward tendency, and on the latter date was in slight excess over the province, with the exception of the eastern districts, where there was a slight defect. Though ordinary monsoon conditions again prevailed, there had been a sharp re-action from the effects of the storm, and the gradient in the Bay was not so steep as in the early part of the month. Rainfall was very light and scattered over the province, and in consequence temperature rose generally and continued high until the 23rd, when a fall took place. Except in Bihar, however, the temperature was everywhere on this date in slight to moderate excess. Signs of an approaching disturbance again began to appear about this time, a diffused area of comparatively low pressure overlying the province. For several days these conditions remained unchanged, but the area of lowest pressure gradually shifted to the south; and though the depression was very diffused and shallow and there was at no time any well-marked centre, one or two small foci of disturbance seem to have been created within the large area

covered by it. The most important of these formed in the neighbourhood of Saugor Island on the 26th, and, passing inland about noon of that day, proceeded through Chota Nagpur on the 27th into the North-West Provinces. Though extremely shallow, the depth not exceeding ·15 inch, it was accompanied by very good rain in the regions through which it passed. Pressure fell during the development of this storm, and though a sharp recovery took place as it passed westwards, there was general defect on the morning of the 28th—slight in the eastern districts and increasing towards the north-west, where it amounted to one-tenth of an inch. Rainfall was chiefly confined to South-West Bengal and Chota Nagpur, but showers were also received in other parts of the country. Till the depression passed inland, temperature for the most part rose and continued high, but on the 27th there was a general fall, which resulted in reducing the readings either to normal or below the normal in all parts of the province, except North Bengal, where temperature still remained in excess. During the last days of the month the weather was of ordinary monsoon character. Pressure recovered still further, and on the 31st was nearly normal throughout. Rainfall was confined practically to the east and north of the province. Temperature in sympathy with the rainfall rose in the south-west of the province, and changed but slightly elsewhere. On the 31st, however, a fall took place in the south-western districts, with the result that at the end of the month readings were nearly normal throughout the province.

General features of the weather.—An unusual number of storms formed during the month at the head of the Bay. None of them, however, exercised a beneficial influence on the rainfall. Three of the storms crossed the Orissa coast in the neighbourhood of Balasore, while the fourth passed inland somewhat further to the south near False Point. In no case were they accompanied by very heavy rain during their passage inland, while during their development, which was in almost every case slow, the rainfall was naturally diverted from the greater part of the province. Orissa, which was not only near the seat of formation, but also in the direct track of each of the storms, received rain in large excess, while Chota Nagpur and South-West Bengal, though affected directly, did not quite receive their normal amount. In the rest of the province the rainfall fell far short of the ordinary: hence though during almost the whole month the gradient in the Bay was steeper than in July, the rainfall in the latter was much more near the normal than in the former month.

Pressure summary.—It will be noticed from the above report that during the greater part of the month the pressure was below the normal. A sharp recovery, it is true, took place after each storm, but it was in each case shortly followed by a fresh decline preluding the advance of a new disturbance. The average pressure for the month is in consequence below the normal over the whole province, the defect being very slight in North Bengal, but increasing towards the south and reaching a maximum of 0·65 inch at Saugor Island.

Temperature summary.—Owing to the uneven distribution of the rainfall, mean temperature has been nearly normal in Orissa, and very slightly above the normal in Chota Nagpur and South-West Bengal. Elsewhere there has been general excess, especially in North-East Bengal, where it amounts to 3° at Jalpaiguri. Both day and night temperatures contribute to this excess, but the day temperatures have been more affected than the night by the abnormal conditions.

Rainfall.—As already pointed out, the rainfall has not been evenly distributed as was the case last month, but has been largely localised by the influence of the cyclonic storms which formed at the head of the Bay. South-West Bengal received 91 per cent. of the normal, there having been considerable defect in the northern portions of the division, while in the southern there was excess. North and East Bengal and Bihar all fell largely short of the normal, the rainfall in the first-named division being only 47 per cent. of the normal. All the districts shared in the deficiency. In Chota Nagpur, taken as a whole, the rainfall was nearly normal, but this was due to an excess fall of over 30 per cent. in Singhbhum, the other districts all reporting a slight deficiency. In Orissa alone was there superabundant rainfall, amounting to 74 per cent. above the normal.

The comparison of the actual rainfall in the various large divisions of the province with the normal is most accurately and conveniently shown in the form of a percentage. The figures representing the rainfall for the month, calculated in this way, are included in the table below under the heading of August. This table really gives a condensed summary of the rainfall statistics of the present year up to date for each meteorological division, the first eight columns giving the actual average rainfalls in each division in each month expressed as a percentage of the normal, while the ninth column gives the total rainfall for the first eight months expressed as a percentage of the normal rainfall for that period :—

Meteorological Divisions.	January.	February.	March.	April.	May.	June.	July.	August.	Actual rainfall of first eight months of 1900 expressed as a percentage of the normal fall for the period.
South-West Bengal ...	60	140	26	156	88	84	79	91	88
North Bengal .	72	117	61	64	78	105	122	47	89
East Bengal ...	9	184	98	84	62	117	112	73	95
Bihar ...	338	88	4	49	80	130	95	61	93
Orissa ...	6	82	117	157	89	83	99	174	117
Chota Nagpur ..	426	60	21	388	82	92	61	99	90

The following table gives full data for comparison of the actual and normal rainfall of the month of August in all districts of the province. The figures are derived from the average and actual rainfall of the rain-recording stations in each district, due allowance or weight being made for the area which each station represents. This gives a more accurate average than the arithmetical means given in the monthly meteorological tables. The first column gives the normal or average district rainfall as determined from the rainfall observations of the past 25 years: the second column gives the actual district rainfall as determined from the weighted actual rainfalls of the month at the reporting stations in each district: the tthird column expresses the ratio of the actual distric rainfall of the past month to the normal rainfall as a percentage: the fourth column states as a percentage how much the district rainfall of the month varied from the normal:—

Percentage Table for August 1900.

Division.	District.	Normal district rainfall for August.	Actual district rainfall for August 1900.	Percentage of actual to normal rainfall.	Percentage, excess (+), defect (—).
South-West Bengal	Burdwan	11·86	9·85	83	— ·7
	Birbhum	12·52	9·55	76	— 24
	Bankura	12·90	9·49	74	— 26
	Midnapore	12·85	13·70	107	+ 7
	Hooghly	12·51	13·45	108	+ 8
	Howrah	12·38	14·86	120	+ 20
	24-Parganas	13·06	18·37	140	+ 40
	Calcutta	12·95	16·28	126	+ 26
	Nadia	11·22	7·57	67	— 33
	Murshidabad	11·12	8·71	78	— 22
	Jessore	10·91	9·52	87	— 13
	Khulna	11·78	10·19	86	— 14
North Bengal ...	Rajshahi	11·37	8·23	69	— 31
	Dinajpur	12·66	14·54	116	+ 16
	Jalpaiguri	25·82	11·99	46	— 54
	Darjeeling	25·52	16·22	64	— 36
	Cooch Behar	21·10	4·74	22	— 78
	Rangpur	12·37	5·39	44	— 56
	Bogra	11·90	7·80	66	— 34
	Pabna	11·17	5·22	47	— 53
East Bengal ...	Dacca	12·26	9·40	77	— 23
	Mymensingh	15·20	8·42	55	— 45
	Faridpur	11·70	10·21	87	— 13
	Backergunge	15·30	14·72	96	— 4
	Tippera	15·02	9·78	65	— 35
	Noakhali	24·20	20·40	84	— 16
	Chittagong	22·25	14·97	67	— 33
	Chittagong Hills Tracts ...	18·03	11·54	64	— 36
Bihar ...	Patna	11·10	7·18	65	— 35
	Gaya	12·27	8·24	67	— 33
	Shahabad	12·08	8·92	74	— 26
	Saran	10·85	5·67	52	— 48
	Champaran	13·97	7·79	56	— 44
	Muzaffarpur	10·95			
	Darbhanga	12·30	5·31	43	— 57
	Monghyr	11·80	9·33	79	— 21
	Bhagalpur	11·67	9·22	79	— 21
	Purnea	15·29	6·27	41	— 59
	Malda	10·52	8·17	78	— 22
	Sonthal Parganas	12·15	8·78	72	— 28
Orissa ...	Cuttack	12·45	22·04	177	+ 77
	Balasore	11·18	18·06	162	+ 62
	Puri	11·71	21·32	182	+ 82
Chota Nagpur ...	Hazaribagh	13·13	13·63	104	+ 4
	Ranchi	13·20			
	Palamau	13·21	12·51	95	— 5
	Manbhum	13·00	11·39	88	— 12
	Singhbhum	13·22	16·77	127	+ 27

The following table gives the summary of the temperature and rainfall data of each of the seven meteorological divisions of the Province for the month of August 1900 :—

Meteorological Divisions.	Temperature.						Rainfall.							
	Highest observed during month.	Lowest observed during month.	Averages for month.			Average mean of month above or below normal mean of month.	Of month.			Rainy days.			Since 16th of May 1900.	
			Of highest of each day.	Of lowest of each day.	Of mean for each day.		Average.	Normal average.	Variation.	Average number in month.	Normal average number in month.	Variation.	Average.	Normal average.
South-West Bengal	95·6	75·9	89·6	79·2	84·5	+1·0	10·79	11·90	−1·11	16·03	15·35	+0·68	32·04	37·76
North Bengal	97·7	75·7	90·6	79·5	85·1	+2·2	6·87	14·53	−7·66	11·83	15·58	−3·75	50·36	54·34
East Bengal	96·3	74·8	88·9	78·5	83·7	+1·7	11·47	15·76	−4·29	15·12	17·78	−2·66	55·29	55·65
Bihar	100·3	73·8	90·4	79·4	84·9	+1·2	7·39	12·08	−4·69	11·91	13·91	−2·00	31·30	34·73
Orissa	93·7	75·1	87·8	78·9	83·3	+0·3	20·83	11·98	+8·85	18·35	15·11	+3·24	41·88	35·95
Chota Nagpur	92·6*	70·9*	85·0*	74·5*	79·8*	+0·4	13·24	13·35	−0·11	16·26	16·00	+0·26	30·38	37·13
Assam	100·6	73·3	90·8	78·9	84·8	+1·8								

* Daltonganj and Purulia not included.

METEOROLOGICAL OFFICE, BENGAL,
The 11th September 1900.

G. W. KÜCHLER,
Offg. Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Alipore Observatory from 2nd to 8th September 1900.

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 32° Fahr.	Temperature. Mean.	Temperature. Maximum.	Temperature. Range.	Temperature. Minimum.	Hygrometry. Mean wet bulb.	Hygrometry. Vapour tension.	Hygrometry. Dew point.	Hygrometry. Humidity.	Wind. Prevailing direction.	Wind. Miles recorded.	Rain.	Weather.
		°		Inches.	°	°		°	°	Inches	°	%			Inches.	
1900. Sept.	2nd	147·4	5·5	29·718	83·1	89·4	11·2	78·2	79·6	0·963	78·1	85	ESE and SE ...	135	0·02	Chiefly cloudy, d.
,,	3rd	146·0	3·1	·763	82·7	88·9	10·5	78·4	79·6	·970	78·3	86	ESE and SSE ...	120	0·21	Chiefly cloudy, d p.
,,	4th	147·3	5·4	·793	83·3	87·8	9·4	78·4	78·7	·921	76·7	80	SE, SSW and S by W.	108	0·33	Chiefly cloudy, p.
,,	5th	139·1	0·4	·778	82·4	86·3	7·9	78·4	78·5	·923	76·8	83	SSE and SSW ...	106	0·93	Chiefly cloudy, o, p d.
,,	6th	149·0	4·7	·761	84·0	89·7	10·5	79·2	80·5	·995	79·1	85	SSW	106	Nil	Chiefly cloudy.
,,	7th	142·8	4·3	·748	82·5	89·5	12·1	77·4	79·4	·964	78·1	87	SSW	112	0·19	Chiefly cloudy, o p, d.
,,	8th	149·7	3·9	·709	83·8	89·6	11·7	77·9	79·7	·960	78·0	83	S by W, S and SSE	75	1·95	Chiefly cloudy, o d, p.

	Inches
The mean pressure of the seven days	29·753
The average pressure of the corresponding period for 24 years, Surveyor-General's Office	29·651
	Hours.
The total number of hours of bright sunshine	27·3
The maximum possible number of hours of sunshine	87·2
The mean temperature of the seven days	83·1
The average temperature of the corresponding period for 24 years, Surveyor-General's Office	83·4
The extreme variation of temperature	12·3
The maximum temperature	89·7
	Miles.
The highest velocity of the wind in one hour	11
	%
The mean relative humidity	84
The average relative humidity of the corresponding period for 24 years, Surveyor-General's Office	86
	Inches.
The total fall of rain from 2nd to 8th September 1900	3·63
The average fall of the corresponding period for 24 years, Surveyor-General's Office	2·97
The total fall from 1st January to 8th September 1900	46·62
The average fall of the corresponding period for 24 years, Surveyor-General's Office	51·51

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph and from eye observations.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard, Newman's No. 86, formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

d, drizzling rain; p, passing temporary showers; o, over cast.

METEOROLOGICAL OFFICE, GOVT. OF INDIA,
Alipore, Calcutta, the 10th September 1900.

G. W. KÜCHLER,
For *Meteorological Reporter to the Govt. of India and Director-General of Indian Observatories*

IRRIGATION DEPARTMENT, BENGAL.

Statement showing heights over mean sea-level and low water in the rivers Ganges, Bhagirathi, Jalangi, and Brahmaputra for the month of July 1900, and the highest reading of each gauge over M. S. L. since 1876.

Date.		River Ganges.																River Bhagirathi.		River Jalangi.		River Brahmaputra.	
		Mirzapur.		Benares.		Buxar.		Dinapore.		Monghyr.		Sahibganj.		Rampur Boalia.		Goalundo.		Berhampore.		Sarupganj.		Gauhati.	
	Distance in miles.	From Allahabad ... 89		From Allahabad ... 134	From Mirzapur ... 45	From Benares 90		From Benares 177	From Buxar 87	From Benares 287	From Dinapore 110	From Benares 381	From Monghyr 94	From Benares 471	From Sahibganj ... 90	From Benares 591	From Rampur Boalia ... 120						
	Highest Gauge Reading.	26th August 1889. 253·47		26th August 1889. 241·46		31st August 1898. 200·63		14th August 1879. 169·35		24th August 1894. 129·43		23rd August 1879. 98·25		26th August 1879. 65·25		20th August 1893. 31·52		14th August 1890. 64·70		24th September 1898. 33·10		27th July 1900. 179·41	
		Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.	Height over zero of gauge.	Height over mean sea-level.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1st ...	...	2·50	208·72	2·33	199·13	0·50	169·55	12·50	146·73	5·42	107·27	7·33	75·33	7·75	49·75	17·42	26·36	8·00	41·74	6·05	10·30	24·50	173·26
2nd ...	...	2·50	208·72	2·33	199·13	0·42	169·47	12·60	146·83	5·67	107·52	7·25	75·25	7·75	49·75	17·83	26·77	8·25	41·99	6·10	10·40	24·60	173·36
3rd ...	...	3·00	209·22	2·50	199·30	0·42	169·47	13·00	147·23	6·25	108·10	7·50	75·50	7·75	49·75	17·92	26·86	8·12	41·83	6·70	11·00	24·85	173·61
4th ...	...	3·67	209·89	2·67	199·47	0·50	169·55	13·10	147·33	6·50	108·35	7·83	75·83	7·60	49·60	17·83	26·77	8·08	41·82	6·90	11·20	25·70	174·46
5th ...	...	4·00	210·22	2·84	199·63	0·42	169·47	13·10	147·33	7·08	108·93	8·25	76·25	7·96	49·96	17·83	26·77	8·42	42·16	6·90	11·20	26·40	175·16
6th ...	...	4·50	210·72	3·17	199·97	0·58	169·63	13·10	147·33	7·08	108·93	8·58	76·58	8·75	50·75	18·17	27·11	9·67	43·41	7·00	11·30	27·20	175·96
7th ...	...	4·67	210·89	3·50	200·30	1·00	170·05	13·40	147·63	7·17	109·02	8·83	76·83	9·10	51·10	18·33	27·27	10·58	44·32	8·60	12·90	27·50	176·26
8th ...	...	4·33	210·55	3·50	200·30	1·42	170·47	13·50	147·73	7·17	109·02	9·08	77·08	9·29	51·29	18·42	27·33	11·17	44·91	9·00	13·30	27·75	176·51
9th ...	...	4·00	210·22	3·50	200·30	2·00	171·05	13·60	147·83	7·33	109·18	9·33	77·33	9·54	51·54	18·58	27·52	11·29	45·03	10·60	14·90	28·00	176·76
10th ...	...	4·67	210·89	3·50	200·30	1·83	170·88	13·80	148·03	7·33	109·18	9·50	77·50	9·54	51·54	18·83	27·77	11·17	44·91	10·80	15·10	28·00	176·76
11th ...	...	4·83	211·05	3·50	200·30	1·67	170·72	14·00	148·23	7·50	109·35	9·75	77·75	9·54	51·54	19·00	27·94	10·96	44·70	11·00	15·30	27·55	176·31
12th ...	...	5·17	211·39	3·83	200·63	1·75	170·80	14·30	148·43	7·58	109·43	9·78	77·75	9·29	51·29	19·17	28·11	10·67	44·41	11·30	15·60	27·35	176·11
13th ...	...	8·50	214·72	4·33	201·13	2·08	171·13	15·00	149·23	7·83	109·68	9·50	77·50	9·25	51·25	19·25	28·19	10·75	44·49	11·80	16·10	26·90	175·66
14th ...	...	10·00	216·22	8·00	204·80	3·00	172·05	15·40	149·63	8·58	110·43	9·67	77·67	9·25	51·25	19·50	28·44	10·87	44·61	12·60	16·90	28·40	175·16
15th ...	...	10·83	217·05	9·00	205·80	6·25	175·30	16·20	150·43	9·50	111·35	10·00	78·00	9·39	51·39	19·50	28·44	10·92	44·66	13·00	17·30	25·95	174·71
16th ...	...	13·17	219·39	11·00	207·80	7·50	176·55	21·60	154·83	11·17	113·02	10·33	78·33	9·69	51·69	19·50	28·44	11·33	45·07	13·00	17·30	25·70	174·46
17th ...	...	16·00	222·22	13·00	209·80	9·00	178·05	20·60	154·83	11·58	113·43	10·83	78·83	10·21	52·21	19·67	28·61	11·75	45·49	12·80	17·10	25·75	174·51
18th ...	...	23·00	229·22	19·50	216·30	12·33	181·38	20·20	154·43	13·67	115·52	11·50	79·50	10·60	52·60	19·83	28·77	13·00	46·74	12·70	17·00	25·90	174·66
19th ...	...	25·67	231·89	23·00	219·80	18·25	187·30	20·90	155·13	13·75	115·60	12·33	80·33	12·75	54·75	20·00	28·94	15·00	48·74	13·40	17·70	26·20	174·96
20th ...	...	27·83	234·05	26·00	222·80	22·50	191·55	23·00	157·23	13·92	115·77	13·25	81·25	14·00	56·00	20·17	29·11	16·25	49·99	15·00	19·30	26·85	175·61
21st ...	...	26·67	232·84	25·67	222·47	24·25	193·30	23·20	157·43	16·58	118·43	15·25	83·25	14·69	56·69	20·17	29·11	17·08	50·82	16·30	20·60	27·45	176·21
22nd ...	...	24·33	230·55	24·00	220·80	23·50	192·55	26·60	160·83	17·92	119·77	18·25	86·25	15·39	57·39	20·25	29·19	18·08	51·82	17·15	21·45	28·40	177·16
23rd ...	...	23·00	229·22	21·83	218·63	21·92	190·97	26·70	160·93	18·58	120·43	23·08	88·08	16·00	58·00	20·67	29·61	19·67	53·41	18·10	22·40	29·20	177·96
24th ...	...	21·50	227·72	21·00	217·80	20·67	189·72	26·10	160·33	18·58	120·43	20·83	88·83	17·25	59·25	21·00	29·94	21·00	54·74	19·50	23·80	29·70	178·46
25th ...	...	20·50	226·72	21·00	217·80	19·92	188·97	25·70	159·93	18·17	120·02	21·00	89·00	17·79	59·79	21·50	30·44	21·83	55·57	19·50	23·80	30·05	178·81
26th ...	...	19·33	225·55	18·50	215·30	18·58	187·63	25·20	159·43	18·17	120·02	21·00	89·00	18·14	60·14	21·75	30·69	22·17	55·91	21·30	25·60	30·35	179·11
27th ...	...	18·00	224·22	17·00	213·80	17·50	186·55	24·60	158·83	18·17	120·02	20·92	88·92	18·39	60·39	22·00	30·94	22·42	56·16	21·70	26·00	30·65	179·41
28th ...	...	17·33	223·55	16·67	213·47	16·50	185·55	23·80	158·03	17·33	119·18	20·42	88·42	18·39	60·39	22·25	31·19	22·50	56·24	22·00	26·30	30·40	179·16
29th ...	...	16·83	223·05	15·50	212·30	15·75	184·80	23·20	157·43	16·00	117·85	20·00	88·00	17·85	59·85	22·25	31·19	22·33	56·07	22·40	26·70	29·95	178·71
30th ...	...	16·00	222·22	15·00	211·80	14·83	183·88	23·30	157·53	15·58	117·43	19·92	87·92	17·46	59·46	22·42	31·36	22·00	55·74	22·70	27·00	29·50	178·26
31st ...	...	16·00	222·22	14·58	211·58	14·50	183·55	22·70	156·93	15·33	117·18	19·67	87·67	17·14	59·14	22·50	31·44	21·33	55·07	22·60	26·90	28·85	177·61

CALCUTTA,
The 10th September 1900.

A. H. C. MACCARTHY,
Under-Secy. to the Govt. of Bengal.

IRRIGATION DEPARTMENT, BENGAL.

Abstract statement showing Tollage on Canals in Bengal classed as Major Works for the month of July 1900, as compared with that of the corresponding month of the previous year.

Canals.	Tollage, 1900-1901.		Tollage, 1899-1900.	
	During the month.	To end of the month.	During the month.	To end of the month.
1	2	3	4	5
Orissa Circle.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Taldanda Canal System	1,428 10 0	12,919 5 10	934 10 6	4,728 2 3
Kendrapara ditto	5,720 11 1	9,685 12 5	7,184 1 6	21,170 13 8
High Level, Range I	1,129 12 0	3,310 8 3	2,145 9 6	4,063 8 0
Ditto „ II	356 12 9	899 2 0	624 6 6	1,099 5 0
Ditto „ III	129 6 0	291 6 6	513 1 0	604 7 6
Jajpur Canal ...	26 11 6	102 0 9	38 5 3	157 13 3
Total Orissa Circle ...	8,791 15 4	27,208 3 9	11,440 2 3	31,824 1 8
South-Western Circle.				
Midnapore Canal ...	7,484 4 9	31,371 1 6	7,040 0 9	31,810 5 3
Hijili Tidal Canal ...	3,963 10 0	19,068 1 9	5,103 0 0	20,969 6 3
Total South-Western Circle	11,447 14 9	50,439 3 3	12,143 0 9	52,779 11 6
Sone Circle.				
Patna Canal System ...	2,887 11 6	5,680 7 11	2,901 0 9	15,960 2 6
Arrah ditto ...	1,255 4 9	7,209 5 6	1,597 2 9	11,384 5 6
Buxar ditto ...	1,087 9 6	5,072 6 0	1,109 6 9	5,139 11 9
Total Sone Circle ...	5,230 9 9	17,962 3 5	5,607 10 3	32,484 3 9
Grand Total ...	25,470 7 10	95,609 10 5	29,190 13 3	1,17,088 0 11

Government Transport Service.

Canal.	Tollage, 1900-1901.						Tollage, 1899-1900.					
	During the month.			To end of the month.			During the month.			To end of the month.		
	Passengers.	Goods.	Total receipts.	Passengers.	Goods.	Total receipts.	Passengers.	Goods.	Total receipts.	Passengers.	Goods.	Total receipts.
1	2	3	4	5	6	7	8	9	10	11	12	13
Orissa Circle.	No.	Mds.	Rs. A. P.	No.	Mds.	Rs. A. P.	No.	Mds.	Rs. A. P.	No.	Mds.	Rs. A. P.
High Level ...	.....	...	.....	.....	.....	.....	15,844	332	15,156 11 0	25,503	2,515	23,090 0 6
Total Orissa Circle	.....	...	.....	.....	.....	.....	15,844	332	15,156 11 9	25,503	2,515	23,090 0

Assessed Tollage Receipts.

Canals.	Earnings, 1900-1901.		Earnings, 1899-1900.	
	During the month.	To end of the month.	During the month.	To end of the month.
1	2	3	4	5
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Orissa Canals ...	8,791 15 4	27,208 3 9	26,596 13 3	54,914 2 2
Midnapore Canal ...	7,484 4 9	31,371 1 6	7,040 0 9	31,810 5 3
Hijili Tidal Canal ...	3,963 10 0	19,068 1 9	5,103 0 0	20,969 6 3
Sone Canals ...	5,230 9 9	17,962 3 5	5,607 10 3	32,484 3 9
Total ...	25,470 7 10	95,609 10 5	44,347 8 3	1,40,178 1 5

Calcutta,
The 10th September 1900.

A. H. C. MacCarthy,
Under-Secy. to the Govt. of Bengal.

IRRIGATION DEPARTMENT, BENGAL.

Abstract Statement showing Tollage on Canals in Bengal classed as Minor Works and Navigation for the month of July 1900, as compared with that of the corresponding month of the previous year.

Canals.	Tollage, 1900-1901.						Tollage, 1899-1900.					
	During the month.			To end of the month.			During the month.			To end of the month.		
1	2			3			4			5		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Calcutta and Eastern Canals.	18,947	3	0	77,638	4	0	18,997	15	0	80,020	8	6
Tolly's Nala ...	7,686	5	6	26,450	6	9	6,528	6	0	22,878	5	9
Total ...	26,633	8	6	1,04,088	10	9	25,526	5	0	1,02,898	14	3
Orissa Coast Canal ...	2,678	8	0	13,114	10	3	4,394	7	3	15,873	12	0
Nadia Rivers ...	14,311	13	0	26,675	2	0	15,820	11	6	29,589	13	0
Grand Total ...	43,623	13	6	1,43,878	7	0	45,741	7	9	1,48,362	7	3

Calcutta,
The 10th September 1900.

A. H. C. MacCarthy,
Under-Secy. to the Govt. of Bengal.

GOVERNMENT OF BENGAL, IRRIGATION DEPARTMENT.

Approximate return of traffic on the Circular and Eastern Canals for the week ending Saturday, the 8th September 1900, as compared with the corresponding week of the previous year.

Nature of Cargo.	Week ending Saturday, the 8th September 1900.			Week ending Saturday, the 9th September 1899.		
	Number of boats.	Weight of cargo.	Tollage.	Number of boats.	Weight of cargo.	Tollage.
	No.	Mds.	Rs.	No.	Mds.	Rs.
Rice and paddy	1,066	1,47,875	2,532	1,108	1,27,990	1,816
Jute	89	22,656*	336	82	40,200	576
Firewood	63	50,250	764	49	29,550	444
Other articles	656	1,58,725	1,836	788	1,87,215	2,295
Total ...	1,874	3,79,506	5,468	2,027	3,84,955	5,131

* Weight by canal measurement ... 22,339 maunds.

EASTERN BENGAL STATE RAILWAY.

Abstract of Principal Commodities carried over the Eastern Bengal State Railway during the month of June 1900 as compared with the same month of the previous year.

STAPLES.	1900.		1899.		Total.		Increase.	Decrease.
	Up.	Down.	Up.	Down.	1900.	1899.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.	66	13	.....	.....	79	.....	79	.....
Coal and Coke carried for the Public and Foreign Railways.	5,760	9,383	2,652	8,478	15,143	11,130	4,013	.....
Cotton, raw	1	63	1	91	64	92	.....	28
Cotton, manufactured—								
Twist and yarn, European	248	.....	285	.....	248	285	.....	37
Ditto, Indian	158	41	161	105	199	266	.....	67
Piece-goods, European	1,424	5	1,438	7	1,429	1,445	.....	16
Ditto, Indian	29	.....	20	.....	29	20	9	.....
Others	.....	.....	.....	.....	.....	.....	.....	.....
Chemicals, excepting saltpetre	19	.....	.....	.....	19	.....	19	.....
Drugs—								
Intoxicating, other than opium	5	8	8	18	13	26	.....	13
Non-intoxicating—								
Medicinal preparations	.....	.....	.....	.....	.....	.....	.....	.....
Others	136	17	*62	14	153	76	77	.....
Dyes and Tans—								
Al (Morinda citrifolia)	.....	.....	.....	.....	.....	.....	.....	.....
Alizarine and Aniline dyes	.....	.....	.....	.....	.....	.....	.....	.....
Cutch	25	.....	19	.....	25	19	6	.....
Indigo	.....	.....	.....	.....	.....	.....	.....	.....
Myrabolams	.....	.....	.....	.....	.....	.....	.....	.....
Tanning barks	.....	.....	.....	.....	.....	.....	.....	.....
Turmeric	27	260	18	288	287	306	.....	19
Others	11	.....	7	3	11	10	1	.....
Fodder—								
Oil-cake	58	786	.....	.....	844	.....	844	.....
Hay, straw and grass	1,519	435	.....	.....	1,954	.....	1,954	.....
Fruits and vegetables, fresh	49	86	.....	.....	135	.....	135	.....
Grain and pulse—								
Gram and pulse	1,257	8,753	1,818	4,302	10,010	6,120	3,890	.....
Jawar and bajra	.....	.....	.....	.....	.....	.....	.....	.....
Rice in the husk	1,370	6,367	1,133	3,660	7,737	4,793	2,944	.....
Do. not in the husk	2,923	11,693	3,146	2,694	14,616	5,840	8,776	.....
Wheat	14	452	13	2,085	466	2,098	.....	1,632
Do. flour	106	.....	.....	.....	106	.....	106	.....
Others	7	543	22	455	550	477	73	.....
Hides and skins—								
Hides of cattle—								
Dressed or tanned	.....	.....	.....	.....	.....	.....	.....	.....
Raw	48	489	29	348	537	377	160	.....
Skins of sheep and other animals—								
Dressed or tanned	.....	.....	.....	.....	.....	.....	.....	.....
Raw	1	28	5	69	29	74	.....	45
Horns	.....	5	1	1	5	2	3	.....
Hemp (Indian) and other fibres, excluding jute.	.....	167	.....	.....	167	.....	167	.....
Jute—								
Raw	2	3,358	69	3,829	3,360	3,898	.....	538
Gunny-bags and cloth	663	663	694	738	1,326	1,432	.....	106
Lac	.....	12	.....	3	12	3	9	.....
Leather—								
Unwrought	.....	.....	14	.....	3	14	.....	11
Wrought, excepting boots and shoes ...	3	.....						
Liquors—								
Ale and beer	20	.....	23	.....	20	23	.....	3
Spirits of all kinds, including country spirit	4	.....	3	.....	4	3	1	.....
Wine	60	.....	58	.....	60	58	2	.....
All other sorts, including toddy and fermented liquor, other than ale and beer.	.....	.....	.....	.....	.....	.....	.....	.....
Metals—								
Brass, unwrought	.....	8	.....	.....	8	.....	8	.....
Do., wrought	82	15	69	36	97	105	.....	8
Copper, unwrought	.....	6	.....	.....	6	.....	6	.....
Do., wrought	5	.....	11	7	5	18	.....	13
Iron and steel — cast	23	36	37	.....	59	37	22	.....
Iron and steel — unwrought	.....	.....	.....	.....	.....	.....	.....	.....
Iron and steel — wrought	635	78	613	27	713	640	73	.....
Iron and steel — manufactures	167	47	266	62	214	328	.....	114
Others	146	23	140	32	169	172	.....	3
Oils—								
Kerosine	9,421	82	5,866	90	9,503	5,956	3,547	.....
Castor	6	.....	4	.....	6	4	2	.....
Cocoanut	133	.....	95	.....	133	95	38	.....
Mustard and rape	193	3	205	5	196	210	.....	14
Others	34	.....	69	.....	34	69	.....	35
Oilseeds—								
Castor	.....	.....	.....	.....	.....	.....	.....	.....
Earthnuts	.....	.....	.....	.....	.....	.....	.....	.....
Linseed	4	1,549	.....	1,371	1,553	1,371	182	.....
Poppy	.....	.....	.....	.....	.....	.....	.....	.....
Rape and mustard	323	1,657	274	1,605	1,980	1,879	101	.....
Til or jinjili	11	966	.....	1,435	977	1,435	.....	458
Others	.....	37	22	20	37	42	.....	5
Opium	1	.....	3	.....	1	3	.....	2
Paper and pasteboard	192	347	199	243	539	442	97	.....
Provisions—								
Dried fruits and nuts	1	.....	1	.....	1	1	.....	.....
Ghee	43	3	61	4	46	65	.....	19
Others	637	470	783	946	1,107	1,729	.....	622

* Includes 6 tons of cinchona bark.

STAPLES.	1900.		1899.		Total.		Increase.	Decrease.
	Up.	Down.	Up.	Down.	1900.	1899.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Railway Plant and Rolling-stock carried for the Public and Foreign Railways—								
Locomotive engines and tenders and parts thereof.	59	.....	253	.....	59	253	.....	194
Carriages and trucks and parts thereof ...	25	.....	.....	.....	25	.....	25	.....
Materials—								
Steel rails and fish-plates, sleepers and keys of steel and cast-iron.	441	.....	.....	.....	441	.....	441	.....
	896	.....	27	.....	896	27	869	.....
Others	686	194	809	65	880	874	6	.....
Salt	4,869	115	5,350	81	4,975	5,431	.....	456
Saltpetre and other saline substances—								
Saltpetre	7	.....	.....	.....	7	.....	7	.....
Other saline substances	25	26	.....	.....	51	.....	51	.....
Silk, raw—								
Foreign	.....	.....	.....	.....	.....	.....	.....	.....
Indian	.....	10	.....	14	10	14	.....	4
Silk piece-goods—								
Foreign	.....	.....	.....	.....	.....	.....	.....	.....
Indian	.....	.....	.....	.....	.....	.....	.....	.....
Spices—								
Betelnuts	571	167	325	332	738	657	81	.....
Cardamoms	.....	16	.....	12	16	12	4	.....
Chillies	58	54	26	124	112	150	.....	38
Ginger	.....	102	.....	113	102	113	.....	11
Pepper	31	.....	23	.....	31	23	8	.....
Others	91	157	73	103	248	176	72	.....
Stone and lime	1,801	800	759	2,359	2,601	3,118	.....	517
Sugar—								
Refined or crystallized, including sugar-candy	422	5	172	.....	427	172	255	.....
Unrefined—								
Sugar	686	350	978	846	2,140	1,824	316	.....
Gur, rab, jaggery, molasses, and other saccharine produce	938	106						
Tea—								
Foreign	.....	.....	.....	.....	.....	.....	.....	.....
Indian	5	3,146	7	5,331	3,151	5,338	.....	2,187
Tobacco—								
Unmanufactured	158	3,678	150	3,380	3,836	3,530	306	.....
Manufactured—								
Cigars	11	.....	14	.....	11	14	.....	3
Other sorts								
Wood—								
Timber, unwrought	489	279	332	99	966	431	535	.....
Manufactures	192	6						
Wool—								
Raw	.....	57	2	46	57	48	9	.....
Manufactured—								
Carpets and rugs								
Piece-goods, European	.....	2	6	.....	2	6	.....	4
Ditto, Indian								
Other sorts of manufactures								
All other articles of merchandise	4,672	2,460	4,519	2,769	7,132	7,288	.....	156
Total ...	45,254	60,684	34,242	48,745	105,938	82,987	30,329	7,378

CALCUTTA, *the 4th September 1900.*

HARPROSAD DAS,
for *Offg. Examiner of Accounts.*

BENGAL AND NORTH-WESTERN RAILWAY.

Statement of goods traffic for the month of May 1900, compared with the corresponding period in 1899.

Description of goods.	1899.		1900.		Increase.		Decrease.		Explanation of fluctuations by the Traffic Manager.
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
I.—Apparel, including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.	.....	.....	37	335	37	335	.....	.....	
II.—Coal and Coke carried for the Public and Foreign Railways.	7,782	13,032	8,865	14,098	1,083	1,066	.....	.....	Demand.
III.—Cotton—									
1. Raw	17	184	3	37	.....	.....	14	147	
2. Manufactured—									
(a) } Twist and yarn. European	7	56	6	63	.....	7	1	.....	
(b) } Twist and yarn. Indian ..	84	647	202	1,645	118	998	.....	.....	
(c) } Piece-goods European	1,991	13,827	2,251	14,496	350	669	.....	.....	
(d) } Piece-goods Indian ...	606	3,471	238	1,577	.....	.....	368	1,894	
(e) Others	.....	.....	2	11	2	11	.....	.....	
IV.—Chemicals, excepting saltpetre	.....	.....	.....	.....	.....	.....	.....	.....	
V.—Drugs—									
1. Intoxicating, other than opium.	9	181	9	198	.....	17	.....	.....	
2. Non-intoxicating—									
(a) Medicinal preparations.	.....	.....	.....	.....	.....	.....	.....	.....	
(b) Others	40	366	273	1,128	233	762	.....	.....	
VI.—Dyes and Tans—									
1. Al (Morinda citrifolia)	.....	.....	.....	.....	.....	.....	.....	.....	
2. Alizarine and aniline dyes.	6	34	3	34	.....	.....	3	.....	
3. Cutch	248	1,491	213	1,681	.....	190	35	.....	
4. Indigo	2	19	.....	.....	.....	.....	2	19	
5. Myrabolams	.....	.....	.....	.....	.....	.....	.....	.....	
6. Tanning barks	.....	.....	.....	.....	.....	.....	.....	.....	
7. Turmeric	251	1,935	146	85	.....	.....	105	2,020	
8. Others	10	66	27	87	17	21	.....	.....	
VII.—Fodder—									
1. Oilcake	.....	.....	593	1,287	593	1,287	.....	.....	New entries.
2. Hay, straw and grass...	.....	.....	120	814	120	814	.....	.....	New entries.
VIII.—Fruits and vegetables, fresh	.....	.....	243	562	243	562	.....	.....	New entries.
IX.—Grain and Pulse—									
1. Gram and pulse ...	3,317	11,570	3,979	14,327	662	2,757	.....	.....	Demand in famine districts.
2. Jawar and bajra ...	2	2	5	19	3	17	.....	.....	Demand in famine districts.
3.} Rice in the husk ...	3,263	9,550	3,193	11,008	.....	1,458	10	.....	Demand in famine districts.
4.} Rice not in the husk	9,602	28,478	11,111	45,753	1,509	17,275	.....	.....	Demand in famine districts.
5. Wheat	5,120	25,622	4,089	11,438	.....	.....	1,031	14,184	Less demand.
6. Wheat-flour	.....	.....	573	1,657	573	1,657	.....	.....	Demand in famine districts.
7. Makai	543	2,768	90	397	.....	.....	453	2,371	Demand in famine districts.
8. Others	7,226	27,294	12,808	38,167	5,582	10,873	.....	.....	Demand in famine districts.
X.—Hides and Skins—									
1. Hides of cattle—									
(a) Dressed or tanned	.....	.....	.....	.....	.....	.....	.....	.....	
(b) Raw	508	2,357	191	1,268	.....	.....	317	1,089	
2. Skins of sheep and other animals—									
(a) Dressed or tanned	2	19	1	4	.....	.....	1	15	
(b) Raw	149	755	196	947	47	192	.....	.....	
XI.—Horns	4	23	1	5	.....	.....	3	18	
XII.—Hemp (Indian) and other fibres, excluding jute.	.....	.....	7	118	7	118	.....	.....	
XIII.—Jute—									
1. Raw	69	463	11	84	.....	.....	58	379	
2. Gunny-bags and cloth ..	1,623	8,269	1,625	7,876	2	.....	.....	393	
XIV.—Lac	88	281	83	319	.....	38	5	.....	
XV.—Leather—									
1. Unwrought	.....	.....	.....	.....	.....	.....	.....	.....	
2. Wrought, excepting boots and shoes.	26	214	2	12	.....	.....	24	202	
XVI.—Liquors—									
1. Ale and Beer	8	38	5	35	.....	.....	3	3	
2. Spirits of all kinds, including country spirits.	.....	.....	2	15	2	15	.....	.....	
3. Wine	18	157	17	192	.....	35	1	.....	
4. All other sorts, including toddy and fermented liquor, other than ale and beer.	.....	.....	.....	.....	.....	.....	.....	.....	
XVII.—Metals—									
1. Brass, unwrought ...	4	33	7	35	3	2	.....	.....	
2. " wrought ...	77	516	94	701	17	185	.....	.....	
3. Copper, unwrought ...	1	3	.....	.....	.....	.....	1	3	
4. " wrought... ...	2	13	3	24	1	11	.....	.....	
5. Iron and steel—									
(a) Cast	.....	.....	8	56					
(b) Unwrought ...	.....	.....	11	21					
(c) Wrought	.....	.....	369	1,514	.....	.....	80	852	
(d) Manufactures ...	583	3,135	115	692					
6. Others	125	701	91	577	.....	.....	34	124	
XVIII.—Oils—									
1. Kerosine	1,165	3,539	994	3,253	.....	.....	171	286	
2. Castor	8	54	27	189	19	135	.....	.....	
3. Cocoanut	62	245	7	42	.....	.....	55	203	
4. Mustard and rape ...	.....	.....	4	21	4	21	.....	.....	
5. Others	16	122	13	93	.....	.....	3	29	

Description of Goods.	1899.		1900.		Increase.		Decrease.		Explanation of fluctuations by the Traffic Manager.
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
XIX.—Oilseeds—									
1. Castor	121	239	445	1,093	324	854	.....	.....	
2. Earthnuts	.....	.....	.....	...	.....	...	.....	.....	
3. Linseed	16,579	57,573	24,325	85,053	7,746	27,480	.....	.....	
4. Poppy	1,139	5,878	1,068	6,849	.....	971	62	.....	
5. Rape and mustard ...	2,353	10,094	2,155	10,298	.....	204	198	.....	
6. Til or jinjili	13	41	26	128	13	87	.....	.....	Demand in Calcutta.
7. Others	4,098	14,782	6,389	25,045	2,291	10,263	.....	.....	
XX.—Opium	1,593	26,729	1,715	36,018	122	9,289	.....	.....	Opening Ganges-Gogra-Doab lines.
XXI.—Paper and Pasteboard ...	16	113	21	141	5	28	.....	.....	
XXII.—Provisions—									
1. Dried fruits and nuts ...	14	98	41	291	27	193	.....	.....	
2. Ghee	92	617	226	1,493	134	876	.....	.....	
3. Others	1,196	4,103	536	2,262	.....	.....	660	1,841	
XXIII.—Railway Plant and Rolling Stock carried for the Public and Foreign Railways—									
1. Locomotive engines and tenders and parts thereof.	.....	.....	.....	.....	.....	.....	.....	.....	
2. Carriages and trucks and parts thereof.	.....	.....	.....	.....	.....	.....	.....	.....	
3. Materials—									
(a) Steel rails and fishplates.	.....	.....	.....	.....	.....	.....	.....	.....	
(b) Sleepers and keys of steel and cast-iron.	10	17	4	14	.....	.....	6	3	
(c) Others	.....	.....	.....	.....	.....	.....	.....	.....	
XXIV.—Salt	7,047	20,723	6,260	14,340	.....	.....	787	6,383	Less demand.
XXV.—Saltpetre and other saline substances—									
1. Saltpetre	543	1,604	732	2,257	189	573	.....	.....	
2. Other saline substances	.....	.....	.....	.....	.....	.....	.....	.....	
XXVI.—Silk—									
1. Raw—									
(a) Foreign	.....	.....	.....	.....	.....	.....	.....	.....	
(b) Indian	.....	.....	.....	.....	.....	.....	.....	.....	
2. Piece-goods—									
(a) Foreign	.....	.....	.....	.....	.....	.....	.....	.....	
(b) Indian	.....	.....	.....	.....	.....	.....	.....	.....	
XXVII.—Spices—									
1. Betelnuts	148	1,088	207	1,370	59	282	.....	.....	
2. Cardamoms	44	369	1	15	.....	.....	43	354	
3. Chillies	205	1,388	450	4,026	245	2,641	.....	.....	
4. Ginger	6	36	8	55	2	19	.....	.....	
5. Pepper	21	167	13	103	.....	.....	8	64	
6. Others	198	1,305	292	1,855	94	550	.....	.....	
XXVIII.—Stone and lime	459	984	817	1,715	358	731	.....	.....	
XXIX.—Sugar—									
1. Refined or crystallised, including sugarcandy.	3,976	18,007	1,376	4,956	.....	.....	2,600	13,051	Crops were in different.
2. Unrefined—									
(a) Sugar	2,524	10,157	704	4,103	.....	.....	1,818	6,054	
(b) Gur, rab, jaggery, molasses and other saccharine products.	.....	.....	1,233	4,726	1,233	4,726	.....	.....	Favourable market.
XXX.—Tea—									
1. Foreign	.....	.....	.....	.....	.....	.....	.....	.....	
2. Indian	1	3	1	11	.....	8	.....	.....	
XXXI.—Tobacco—									
1. Unmanufactured ...	2,467	19,723	3,659	28,065	1,192	8,342	.....	.....	Ditto.
2. Manufactured—									
(a) Cigars	1	6	1	3	.....	.....	.....	3	
(b) Other sorts ...	120	1,544	28	346	.....	.....	92	1,198	
XXXII.—Wood—									
1. Timber, unwrought ...	.....	.....	204	499	204	499	.....	.....	Larger export from Government forests.
2. Logs	590	1,104	1,504	3,839	914	2,735	...	.....	
3. Poles	371	1,117	110	179	.....	...	261	938	
4. Manufactures	.....	.....	40	344	40	344	.....	.....	
XXXIII.—Wool—									
1. Raw	5	62	6	78	1	16	.....	.....	
2. Manufactured—									
(a) Carpet and rugs ...	.....	.....	3	20	3	20	.....	.....	
(b) Piece-goods European	.....	.....	.....	.....	.....	.....	.....	.....	
(c) Piece-goods Indian	5	57	1	10	.....	.....	4	47	
(d) Other sorts of manufactures.	.....	.....	1	4	1	4	.....	.....	
XXXIV.—All other articles of merchandise—									
1. Indigo-seed	3 8	1,230	52	336	.....	.....	266	894	
2. Firewood	1,571	2,381	698	409	.....	.....	873	1,972	
3. Others not specified above.	4,071	14,225	4,769	16,553	698	2,328	.....	.....	
Total ...	96,429	3,79,171	113,086	4,37,729	27,122	1,15,591	10,456	57,033	

CHARLES YOUNG,
Offg. Auditor of Accounts.

GORAKHPUR,
The 5th September 1900.

Weekly Return of Traffic Receipts on Indian Railways.

EASTERN BENGAL STATE RAILWAY.

(INCLUDING N. B., K.D., DACCA, AND ASSAM-BEHAR SECTIONS.)

Approximate Return of Traffic and Mileage for the week ended 1st September 1900 on 842 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (including ferry).	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	190,160	87,450 0 0	12,45,680 0	2,91,140 0 0	13,900 0 0	3,92,490 0 0	33,400	48,697	82,097
Or per mile of railway	226	104 0 0	1,479 0	346 0 0	*2 0 0	*453 0 0	...	...	...
For previous 8 weeks of half-year	1,675,860	7,63,650 0 0	70,39,630 0	13,71,310 0 0	1,16,000 0 0	22,50,960 0 0	285,119	312,825	597,944
Total for 9 weeks ...	1,866,020	8,51,100 0 0	82,85,310 0	16,62,450 0 0	1,29,900 0 0	26,43,450 0 0	318,519	361,522	680,041
COMPARISON.									
Total for corresponding week of previous year	200,040	84,614 0 0	12,16,263 0	2,49,753 0 0	13,750 0 0	3,47,617 0 0	35,102	46,886	81,988
Per mile of railway corresponding week of previous year ...	249	101 0 0	1,458 0	299 0 0	2 0 0	402 0 0	...	...	...
Total to corresponding date of previous year	1,831,016	8,00,984 0 0	83,81,197 0	15,38,137 0 0	1,30,800 0 0	24,69,921 0 0	321,675	339,992	661,667

* Excluding steamer earnings.
NOTE.—Increase is chiefly due to traffic, *i.e.*, jute.

DACCA STATE RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 1st September 1900 on 86 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	23,280	7,570 0 0	63,020 0	5,080 0 0	130 0 0	12,780 0 0	2,656	2,596	5,252
Or per mile of railway	271	88 0 0	733 0	59 0 0	2 0 0	149 0 0	...	...	...
For previous 8 weeks of half-year	196,000	59,350 0 0	154,640 0	13,540 0 0	1,280 0 0	74,170 0 0	20,083	11,483	31,566
Total for 9 weeks ...	219,280	66,920 0 0	217,660 0	18,620 0 0	1,410 0 0	86,950 0 0	22,739	14,079	36,818
COMPARISON.									
Total for corresponding week of previous year	42,419	11,800 0 0	18,111 0	1,792 0 0	43 0 0	13,635 0 0	2,548	1,466	4,014
Per mile of railway corresponding week of previous year ...	493	137 0 0	211 0	21 0 0	1 0 0	159 0 0	...	...	...
Total to corresponding date of previous year	218,580	63,466 0 0	209,553 0	12,794 0 0	1,704 0 0	904 0 0	3,566	12,633	36,199

MYMENSINGH-JAGANNATHGANJ RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 1st September 1900 on 53·37 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	9,120	2,160 0 0	13,360 0	1,060 0 0	60 0 0	3,280 0 0	600	1,104	1,704
Or per mile of railway	171	40 0 0	251 0	20 0 0	1 0 0	61 0 0	.....	.....	...
For previous 8 weeks of half-year	61,140	16,210 0 0	83,940 0	7,120 0 0	220 0 0	23,550 0 0	9,464	4,634	14,098
Total for 9 weeks ..	70,260	18,370 0 0	97,300 0	8,180 0 0	280 0 0	26,830 0 0	10,064	5,738	15,802
COMPARISON.									
Total for corresponding week of previous year	3,400	772 0 0	1,518 0	91 0 0	3 0 0	866 0 0	760	618	1,378
Per mile of railway corresponding week of previous year ...	103	23 0 0	46 0	3 0 0	.....	26 0 0	.....	.....	...
Total to corresponding date of previous year	27,523	6,467 0 0	11,720 0	780 0 0	34 0 0	7,281 0 0	5,127	5,677	10,804

BRAHMAPUTRA-SULTANPUR RAILWAY.

Approximate Return of Traffic and Mileage for the week ended 1st September 1900 on 52 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	3,880	1,070 0 0	17,120 0	2,150 0 0	650 0 0	3,870 0 0	670	526	1,196
Or per mile of railway	75	21 0 0	329 0	41 0 0	12 0 0	74 0 0	.....	.....	.....
For previous 8 weeks of half-year	29,770	8,160 0 0	90,610 0	7,510 0 0	840 0 0	16,510 0 0	4,290	8,881	13,171
Total for 9 weeks ...	33,650	9,230 0 0	1,07,730 0	9,660 0 0	1,490 0 0	20,380 0 0	4,960	9,407	14,367
Comparison.									
Total for corresponding week of previous year	1,427	372 0 0	14,874 0	433 0 0	1 0 0	806 0 0	198	677	875
Per mile of railway corresponding week of previous year ...	58	15 0 0	601 0	18 0 0	.....	33 0 0	.....	.....	.....
Total to corresponding date of previous year	13,834	3,957 0 0	62,686 0	2,487 0 0	59 0 0	6,503 0 0	1,944	7,533	9,477

BENGAL DOOARS RAILWAY—SOUTHERN EXTENSION.

Approximate Return of Traffic and Mileage for the week ended 1st September 1900 on 28 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings, including ferry.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	840	210 0 0	490 0 0	20 0 0	10 0 0	240 0 0	341	51	392
Or per mile of railway	30	8 0 0	18 0	1 0 0	.....	9 0 0	.....	.....	.....
For previous 8 weeks of half-year	4,980	1,220 0 0	8,540 0	470 0 0	40 0 0	1,730 0 0	2,330	814	3,144
Total for 9 weeks ...	5,820	1,430 0 0	9,030 0	490 0 0	50 0 0	1,970 0 0	2,671	865	3,536
Comparison.									
Total for corresponding week of previous year	.....	.....	.....	.....	.....	.....	.....	.....	.....
Per mile of railway corresponding week of previous year	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total to corresponding date of previous year	.....	.....	.....	.....	.....	.....	.....	.....	.....

BENGAL AND NORTH-WESTERN RAILWAY.

Approximate Return of Traffic for the week ending 1st September 1900 on (a)1,118 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated), including steam-boat.	Total earnings.	Traffic Train-miles run.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs.	Mds.	Rs.	Rs.	Rs.			
Total traffic for the week on (a)1,118 miles open	131,296	(b) 16,200	2,44,650	(c)28,880	8,900	(c)83,980	30,174	(d)22,477	52,651
Or per mile of railway ...	117·43	41·33	218·83	25·83	7·96	75·12	.....	.....	.....
For previous 8 weeks of half-year(e)	1,181,253	4,47,668	43,87,990	4,17,088	97,976	9,62,732	245,495	210,534	456,029
Total for 9 weeks ...	1,312,543	4,93,868	46,32,640	4,45,968	1,06,876	10,46,712	275,669	233,011	508,680
Comparison.									
Total for corresponding week of previous year on 1,085 miles open.	125,117	42,351	4,55,660	51,109	5,998	99,458	26,019	(f)23,515	49,534
Per mile of railway corresponding week of previous year ...	115·32	39·03	419·96	47·11	5·53	91·67	.....	.....	.....
Total to corresponding date of previous year	1,182,160	4,18,315	51,94,240	5,61,911	1,29,313	11,09,539	237,611	245,563	483,174

(a) Excludes Sections Sahebpur-Kamal Junction to Thana-Bihpur (40 miles) and Hajeepur to Buchwara (44·11 miles) closed for traffic on 12th and 13th June 1900 respectively.
(b) Increase due to increased mileage.
(c) Decrease due to slack traffic and the traffic being specially good last year.
(d) Includes 6,028 miles of ballast trains run on open line.
(e) " audited figures up to week ending 14th July 1900.
(f) " 6,534 miles of ballast trains run on open line.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Audited Return of Traffic for week ending 30th June 1900 on 18 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Passengers carried.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
	No.	Rs. A. P.	Mds.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week on 18 miles open	963	194 3 6	9,340	(a) 826 0 10	0 12 0	(a) 1,021 0 4	196	56	252
Or per mile of railway	53·50	10 12 8	518·89	45 14 3	0 0 8	56 11 7	.....	.....	...
For previous 24½ weeks of half-year	31,006	5,734 1 0	3,01,917	8,110 11 10	407 7 0	14,252 3 10	3,944	2,410	6,354
Total for the half-year ...	33,969	5,928 4 6	3,11,257	8,936 12 8	408 3 0	15,273 4 2	4,140	2,466	6,606
COMPARISON.									
Total for last 5 days of previous year on 18 miles open ...	684	96 0 6	2,365	278 5 0	7 2 0	381 7 6	149	67	216
Per mile of corresponding week of previous year	38·00	5 5 4	131·39	15 7 5	0 6 4	21 3 1	.....	.....	...
Total to corresponding date of previous year	17,675	3,987 14 11	1,57,865	4,691 7 0	93 3 0	8,772 8 11	6,317	2,987	9,304

(a) The increase under "goods" as compared with the corresponding period and the approximate return is due to the adjustment of Rs. 534 on account of terminal charges from the 1st half-year of 1899 to week ending 19th May 1900, now credited to the Segowlie-Raksaul Railway.

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Audited Return of Traffic for week ending 14th July 1900 on 18 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Passengers carried.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
	No.	Rs. A. P.	Mds.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week on 18 miles open	884	150 8 1	7,065	267 5 9	5 0 0	422 13 10	160	92	252
Or per mile of railway	49·11	8 5 10	392·59	14 13 8	0 4 5	23 7 11	.....	.....	.....
For previous 1 week of half-year	878	149 7 9	9,077	309 10 1	4 8 0	463 9 10	190	62	252
Total for 2 weeks ...	1,762	299 15 10	16,142	576 15 10	9 8 0	886 7 8	350	154	504
COMPARISON.									
Total for last 5 days of previous year on miles open	.....	.....	.....	.....	.....	.....	.....	.....	.....
Per mile of corresponding week of previous year	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total to corresponding date of previous year	.....	.....	.....	.....	.....	.....	.....	.....	.....

SEGOWLIE-RAKSAUL BRANCH RAILWAY.

(WORKED BY THE B. & N.-W. RAILWAY.)

Approximate Return of Traffic for week ending 1st September 1900 on 18 miles open.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic Train-miles run.		
	Passengers carried.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
	No.	Rs.	Mds.	Rs.	Rs.	Rs.			
Total traffic for the period on 18 miles open	1,089	155	2,912	109	.....	255	219	33	252
Or per mile of railway	6·50	8·61	161·78	5·56	.....	14·17	.....	.....	..
For previous 8 weeks of half-year (a)	4,030	660	27,403	922	12	1,594	957	285	1,242
Total for 9 weeks ...	5,119	815	31,315	1,022	12	1,849	1,176	318	1,494
COMPARISON.									
Total for corresponding week of previous year on miles open	.....	.....	.....	.....	.....	.....	.....	.....	...
Per mile of corresponding week of previous year	.....	.....	.....	.....	.....	.....	.....	.....	...
Total to corresponding date of previous year	.....	.....	.....	.....	.....	.....	.....	.....	...

(a) Includes audited figures up to week ending 14th July 1900.

ASSAM-BENGAL RAILWAY.

Approximate Return of Traffic for the week ended 25th August 1900 on 397 miles open for all descriptions of traffic and an additional 39 miles for goods and parcels traffic only.

	Coaching Traffic.		Merchandise and Mineral Traffic.		Other earnings (estimated).	Total earnings.	Traffic train-miles run.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	24,239	13,247 0 0	2,39,185 0	14,519 0 0	2,297 0 0	30,063 0 0	2,818	8,957	11,775
Or per mile of railway	61·06	33·37	548·59	33·39	5·27	71·94	7·10	20·54	27·64
For previous 7 weeks of half-year*	167,074	93,796 0 0	15,55,384 0	86,330 0 0	4,766 0 0	1,84,892 0 0	23,585	59,357	82,942
Total for 8 weeks ...	191,313	1,07,043 0 0	17,94,569 0	1,00,849 0 0	7,063 0 0	2,14,955 0 0	26,403	68,314	94,717
Comparison.									
Total for corresponding week of previous year	19,160	10,988 0 0	2,41,696 0	13,634 0 0	2,202 0 0	26,224 0 0	3,193	7,544	10,737
Per mile of railway corresponding week of previous year	48·38	27·75	576·04	30·74	5·19	63·68	8·06	17·79	25·85
Total to corresponding date of previous year	174,127	1,00,240 0 0	19,78,824 0	97,408 0 0	6,233 0 0	2,03,881 0 0	28,881	59,410	88,291

* Includes audited figures for week ended 14th July 1900.

FINANCIAL YEAR.

Approximate Statement of Gross Receipts of the Assam-Bengal Railway.

Receipts for week ending 25th August 1900.			Receipts for week ending 26th August 1899.			Total receipts from 1st April 1900 to 25th August 1900.			Total receipts from 1st April 1899 to 26th August 1899.			Total increase in 1900.	Total decrease in 1900.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked		
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.		Rs.	
436	30,063	71·94	424	26,224	63·68	436	6,12,900	...	424	5,87,863	...	25,037	.....

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

	Rs.	A.	P.
Approximate earnings for the week ending 1st September 1900	11,893	0	0
Ditto for the corresponding period of 1899	15,295	0	0
Decrease	3,402	0	0
Receipts per mile for the week ending 1st September 1900	233	3	2
Ditto for the corresponding period of 1899	299	14	5
Decrease	66	11	3
Receipts from 1st July to 1st September 1900	1,20,390	0	0
Ditto for the corresponding period of 1899	1,11,723	0	0
Increase	8,667	0	0

NOTE.—The decrease is mainly in upward goods and upward passengers.

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Circular No. 32—19-3.

Extract from the Proceedings of the Government of India, Department of Revenue and Agriculture (Commercial Exhibitions),—dated Simla, 14th September, 1900.

The following papers relative to the International Exhibition for Fire-preventing and Fire-saving arrangements to be held in Berlin during the months of June and July 1901, are published for general information :

INTERNATIONAL EXHIBITION OF FIRE-PREVENTING AND FIRE-SAVING ARRANGEMENTS, BERLIN, 1901.

Patroness :

AUGUSTE VICTORIA.

Kaiserin und Königin.

Honorary President :

DR. CHLODWIG FÜRST ZU HOHENLOHE-SCHILLINGSFÜRST,

Kanzler des Deutschen Reichs, Präsident des Staatsministeriums und Minister der auswärtigen Angelegenheiten.

Exhibition Office : Berlin, S. W., Lindenstrasse 41.

Telephone : *Amt IV, 2886.* *Telegrams :* *Feuerrettung Berlin.*

The Berlin Fire-brigade can, at the commencement of the year 1901, look back upon a period of existence of 50 years. The organisation at Berlin has been the means of starting in Germany a new epoch of development in connection with apparatus or means for the extinction of and protection against fire and thanks is due to such organisation and the experience derived therefrom, whereby it has been possible, by increasing the fire-protecting means, to put a check on the dangers threatening in consequence of the rapid development of technics and industry. And, as in Germany, also in other civilized countries, such fire-protecting means have been wonderfully developed, during the last few decades, for the welfare of mankind.

It is therefore of general interest and earnestly desired that the progress, improvements and inventions made in connection with fire-protecting and fire-extinguishing apparatus and the like, are still more developed, and that the knowledge of these varied and valuable means is more widely spread abroad. Feeling convinced that it will be of considerable advantage for the development of means or apparatus for the extinction of and protection against fire, the undersigned committee has decided to open

An International Exhibition of fire-preventing and fire-saving arrangements in commemoration of the 50th anniversary of the organisation of the Berlin Fire-brigade; this exhibition will be held in Berlin during the months of June and July 1901 at the Place of Military Exercises at Moabit.

Her Majesty, the Empress and Queen Auguste Victoria has graciously condescended to accept the protectorate of the Exhibition. His Serene Highness, Prince of Hohenlohe-Schillingsfürst, Chancellor of the German Empire, has undertaken the honorary presidency.

The object of the exhibition is not only to give manufacturers of every country an opportunity to notify others of the present state of the development of this branch, but also to bring the representatives of the fire-brigades of different nations in closer contact with one another. We cordially invite the municipal authorities, fire-brigade associations, national unions, manufacturers, mill-owners and interested parties of every country to compete, and respectfully request the same to energetically promote the object in view, especially by exhibiting suitable apparatus and the like. Then the exhibition, and study of the articles sent here, will also bring all parties concerned in closer contact with one another and will give a new impulse to technics and also exert a decisive influence upon the fire-proof construction of buildings and other plants on water, land and underground.

Our exhibition will only consist of selected articles; a jury, comprised of parties appointed to represent the different groups, will examine the articles submitted, and decide as to their acceptance. Several German Federal States have already placed at our disposal, or promised, State medals and diplomas; moreover, prizes will be given by the exhibition authorities.

MANAGING COMMITTEE.

von Podbielski.
Generalleutnant, Staatssekretär des Reichspostamts, I. Chairman.

B. von dem Knesebeck.
Kammerherr vom Dienst Ihrer Majestät der Kaiserin und Königin, Vice-Ober Ceremonienmeister, II. Chairman.

von Coler.
Dr. Professor, Generalstabsarzt der Armee, Wirklicher Geheimer Ober-Medizinlarath, Chef des Sanitäts-Corps, Direktor der Kaiser Wilhelms-Akademie, III. Chairman.

Emil Jacob.
Commerzienrath u. Handelsrichter, Managing Director.

Giersbery.
Königlicher Branddirektor, Secretary.

Paul Schwabach.
Dr. Banquier, Rittergutsbesitzer, Königlich Grossbritannischer General Consul, Treasurer.

Kleinholz.
Justizrath und Notar.
Honorary Syndic.

MEMBERS.

Bail.
Stadtrath.

Dohrn.
Direktor der Magdeburger Feuer-Versicherungs-Gesellschaft.

Ende.
Geheimer Regierungs-Rath.

Lindig.
Dr., Geheimer Ober-Regierungs-Rath, vortragender Rath im Ministerium des Innern.

Naumann.
Dr., Geheimer Ober-Regierungs-Rath im Ministerium der geistlichen, Unterrichts und Medizinal-Angelegenheiten.

Ravene.
Kommerzienrath.

Schjerning.
Dr., General-Oberarzt im Kriegsministerium.

von Windheim.
Königlicher Polizei-Präsident.

GENERAL PLAN.

I.—Organisation of the Fire-brigade.

(*a*) Clothing and equipments of fire-brigades,
(*b*) Horse equipment,

(*c*) Dwellings for the firemen,

(*d*) Apparatus,

1. Extinguishers.
2. Escapes.
3. Apparatus for illuminating the way to and at the scene of fire and disaster.

(*e*) Chemical fire extinguishing means and machinery,

(*f*) Water-supply,

(*g*) Fire alarms.

II.—Assistance in case of necessity and danger.

(*a*) Ambulance corps,

(*b*) Relieving persons and animals and transporting same in cases of accidents,

(*c*) Danger caused by water.

III.—Extra-professional work.

(*a*) Cleaning streets,

(*b*) Watering streets.

IV.—Fire-protecting means.

(*a*) Fire-proof building constructions,

(*b*) Lightning conductors,

(*c*) Heating apparatus,

(*d*) Chimney sweeping,

(*e*) Fire-protecting apparatus:

1 for dwellings, schools, hotels, churches, hospitals, asylums, etc.,
2 for factories,
3 for storehouses,
4 for transporting purposes,
on land,
on water,
5. for mines,
6. for electrical plants,

(*f*) Theatres,

(*g*) Insurance against fire.

V.—Organisations for the benefit of fire-brigades.

VI.—Subjects of Instruction, Art and Literature.

INTERNATIONAL EXHIBITION FOR FIRE-PREVENTING AND FIRE-SAVING ARRANGEMENTS, BERLIN, 1901.

(*During the months of June and July.*)

Patroness:

AUGUSTE VICTORIA.

Kaiserin and Königin.

Honorary President:

DR. CHLODWIG FÜRST ZU HOHENLOHE-SCHILLINGSFÜRST.

Kanzler des Deutschen Reichs, Präsident des Staatsministeriums und Minister der auswärtigen Angelegenheiten.

GESCHAFTSFUHRENDER AUSSCHUSS.

COMITÉ XÉCUTIF: MANAGING COMMITTEE:

von Podbielski.
Generalleutnant, Staatssekretär des Reichspostamts, I. Chairman.

B. von dem Knesebeck.
Kammerherr vom Dienst Ihrer Majestät der Kaiserin und Königin, Vice Ober-Ceremonienmeister, II. Chairman.

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Paul Schwabach.
Dr. Banquier, Rittergutsbesitzer, Königlich Grossbritannischer General Consul-Treasurer.

Exhibition office. Berlin S. W., Lindenstrasse 41.

Telephone: Amt IV 2886. *Telegrams: Feuerrettung Berlin.*

REGULATIONS.

I. —Locality and duration of the exhibition.

The International Exhibition for fire-preventing and fire-saving arrangements will be held from 6 to 8 weeks on the Place of Military Exercises at Moabit during the months of June and July, but the managers of the exhibition are entitled to modify this term of duration.

II.—Organization and treasurership.

The managing committee of the international exhibition for fire-preventing and fire-saving arrangements are entrusted with the management and organisation of the exhibition. The applications must be made to the exhibition offices and addressed to Mr. Emil Jacob, Managing Director of the exhibition.

The forms of application must be sent in as soon as possible and by the 1st of October 1900 at latest. The managing committee can, however, shorten or prolong this term.

All the payments destined for the exhibition must be made payable to the managing committee and addressed to the treasurer, Dr. Paul Schwabach, British Consul General (of the firm S. Bleichroder) No. 62-63 Behrenstrasse Berlin W.

Par. 3.

Acceptance of articles for the exhibition.

Only articles, which answer the purpose of the exhibition, will be accepted. This acceptance will depend on the result of an examination to be made by the managing committee. The decision of the committee will be communicated to applicant in writing.

If the articles are not accepted, the payments made for rent will be refunded.

Par. 4.

Premiums.

State premiums, prizes, and medals will be given for excellent productions. Full particulars will be given in due course.

Par. 5.

Rent of space occupied.

The following charges will be made for:

1. Closed in spaces.

1— 10	square meters,	30	Mk.	per square meter area of ground.
11— 50	„ „	25	„	
51—100	„ „	22	„	
101—200	„ „	21	„	
201—300	„ „	20	„	
301—400	„ „	18	„	
401—500	„ „	15	„	
501—700	„ „	12	„	
above 700	„ „	10	„	

2. Covered spaces.

1— 10	squares meters,	21	Mk.	per square meter area of ground.
11— 50	„ „	18	„	
51—100	„ „	15	„	
101—200	„ „	13	„	
201—300	„ „	12	„	
301—400	„ „	11	„	
401—500	„ „	9	„	
501—700	„ „	7	„	
above 700	„ „	6	„	

3. In the open air.

1— 10	square meters,	14	Mk.	per square meter area of ground.
11— 50	„ „	12	„	
51—100	„ „	11	„	
101—200	„ „	9	„	
201—300	„ „	8	„	
301—400	„ „	7	„	
401—500	„ „	6	„	
501—700	„ „	5	„	
above 700	„ „	4	„	

Further—

(a) For localities, which are free or open on all four sides.

1— 10 square meters,	60 %	additional payment.
11— 50 „ „	30 „	
51—100 „ „	20 „	
101—200 „ „	10 „	
201—300 „ „	7 „	
301—500 „ „	5 „	

(b) For localities, which are free or open on three sides.

1— 10 square, meters	30 %	additional payment.
11— 50 „ „	15 „	
51—100 „ „	10 „	
101—200 „ „	5 „	
201—300 „ „	3 „	
301—500 „ „	2 „	

(c) For localities, which are free or open on two sides.

1— 10 square meters,	15 %	additional payment.
11— 50 „ „	7 „	
51—100 „ „	5 „	
101—200 „ „	2 „	

If special space is claimed for alleys or passages, a charge will be made therefore. Every fraction of a meter will be charged full ; at least M. 50 will be charged for rent. The area of walls, up to a height of 4 meters, will be charged at half the price of the area of the ground.

Cabins, expanse of water, and localities or spaces underground, will be charged for according to special arrangement: this also applies to rent for space occupied by apparatus erected separately.

The amount of the rent as can be stated according to 1, 2, 3 must be paid when sending in the form of application. The final settlement of the rent can only be made after the distribution of the locality. If the exhibitor does not utilize the space paid for, no allowance will be made afterwards.

Steam, water, gas and electricity will be supplied to the exhibitors as driving power, according to arrangement made with the managing committee of the exhibition.

The exhibitor is held liable, or his articles or goods will be retained as security for any payments due by him to the managing committee.

As regards the combined display of articles belonging to several exhibitors, the rent of the space occupied by such articles will be charged each exhibitor separately. The managing committee is, however, entitled to make exceptions herein.

Par. 6.

Decoration.

Each group must provide for its own decoration, which, however, is subject to the exhibition. For the purpose of making the single groups as uniform as possible, a union of all the exhibitors will be organised for each group. Consequently the exhibitors are compelled to submit to the decisions of the majority of their groups. At the request of the managing committee of the exhibition, the exhibitors are compelled to submit for approval plans, drawings, etc., of the articles to be exhibited.

The articles for the exhibition must be in their places at a date still to be fixed ; otherwise the exhibitor will not be allowed to compete for prizes, etc. ; moreover, the exhibitor is liable to a conventional fine of 25 Marks per square meter.

If desired, tables will be lent by the managing committee ; non-decorated tables at 3 Marks 50 Pfennigs and decorated tables at 6 Marks per square meter (in addition to the rent charged for the space occupied).

PAR. 7.

Transport, Return-Freight, Duty.

Freight, duty and other expenses in connection with articles destined for the spaces hired in the exhibition are to be paid by the exhibitors. All packages must be provided with address-labels supplied gratuitously by the managing committee of the exhibition. The necessary steps are being taken for obtaining free return-freight of the goods exhibited and exemption from payment of duty.

PAR. 8.

Delivery and removal of the goods exhibited.

Articles destined for the exhibition, the acceptance of which according to § 6 commences at the term fixed must be delivered in proper time. They must be removed within 5 days after the closing of the exhibition, otherwise the managing committee of the exhibition is entitled to effect such removal and charge the exhibitor with the costs of transport, storage and packing. The managing committee cannot be held responsible for damages, loss, etc.

No article can be removed from its place before the closing of the exhibition, without special written permission from the managing committee.

PAR. 9.

Right of sale.

Exhibitors, who wish to sell to the visitors of the exhibition, articles of any kind, must obtain special permission from the managers of the exhibition. Exhibitors, who, without such written permission, effect the sale of articles exhibited, or sell articles which are not stated in the contract, will be deprived of their locality, and on account of the non-observance of these regulations, the managers of the exhibition will be entitled to remove the said articles at the expense and risk of the exhibitors, and otherwise dispose of the locality, the rent paid therefore being retained by the authorities of the exhibition.

PAR. 10.

Insurance and Guarantee.

The insurance of articles against fire will only be effected by the managers of the exhibition, at the special request of the exhibitor, who must bear the necessary expenses.

Arrangements will be made for the general safe-keeping of the articles, but the managers of the exhibition will not make any compensation in the event of theft, damage, etc. No claims of any kind will be considered, in case the exhibition cannot take place through force majeure, or must be closed before the appointed time.

PAR. 11.

Keeping-in repair and Publications.

The fitting-up, cleaning, keeping-in repair and removal of the articles of the exhibition must be effected by the exhibitors. If desired, this can also be undertaken by the managing committee of the exhibition against compensation. The cleaning, etc., must be effected during the period when the public is not allowed admission to the exhibition. The articles are not to be covered during the visiting hours of the exhibition. Every exhibitor must distinctly mark his articles with his name and address.

Sketches, drawings, photographs and other reproductions of the articles exhibited can only be made with the consent of the exhibitor and the managers of the exhibition; the managers of the exhibition may, however, take general views of the exhibition.

The distribution of publications and the posting of placards of any kind may only be effected by permission of the managing committee of the exhibition.

PAR. 12.

Representation.

The exhibitor must legitimate his representative at the exhibition.

PAR. 13.

Distribution of the locality.

The exhibitor must submit to the decision of the managing committee as to the distribution of the locality provided, alterations in the programme, prolongation or shortening of the duration of the exhibition, and other dispositions.

PAR. 14.

Validity of the prescriptions.

Every exhibitor must declare, at the time of application or admission to the exhibition, that he accepts as legal all these regulations and the prescriptions still to be issued, as also the rights accruing therefrom.

Furthermore, that he is not entitled to make any claim on the basis of verbal arrangements.

All complaints and doubts will be decided by the managing committee.

Disputes must be settled in the courts at Berlin and both parties must legally declare that in all affairs of the exhibition, Mr. Emil Jacob, the Managing Director, residing at No. 65 Holzmarktstrasse, Berlin O, is entitled to enter legal actions for the managing committee and to represent the latter in actions entered against the same. The parties are, however, not entitled to make any claim on the personal property of Mr. Emil Jacob, or any other member of the managing committee, but may only resort to the effects of the exhibition.

THE MANAGING COMMITTEE.

I. A.

Emil Jacob.
Commerzienrath und Handelsrichter,
Managing Director.

Giersberg.
Königlicher Branddirektor,
Secretary.

Group: **Class:** **Ordinal No.**

FORM OF APPLICATIION FOR THE INTERNATIONAL EXHIBITION FOR FIRE-PREVENTING AND FIRE-SAVING ARRANGEMENTS, BERLIN, 1901.

I hereby beg to submit the following articles for the International Exhibition for fire-preventing and fire-saving arrangements and agree to the conditions communicated to me, and also to the regulations still to be issued for the exhibition.

If it is your intention to exhibit articles belonging to different groups, a separate form of application must be filled up for each group.